



A HISTORY *of*  
*the* WAR ACTIVITIES  
*of the*  
U.S.S. POCAHONTAS

1919



Boland, Micajah

# A History of the War Activities of the U.S.S. Pocahontas



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by MICAJAH  
BOLAND  
LIEUTENANT  
COMMANDER  
(M.C.) U.S. NAVY



- ERRATA
- p 5, line 28, change "would" to "could"  
p 15, 9th line from bottom, after "12:44" insert "p.m."  
p 15, last line, after "11:00" insert "p.m."  
p 18, line 1, change "Ulva" to "Ulua"  
p 18, 10th line from bottom, change "medicine" to "enemas"  
p 26, 15th line from bottom, change ".0g" to ".02"

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# A History of the War Activities of the U. S. S. Pocahontas

By

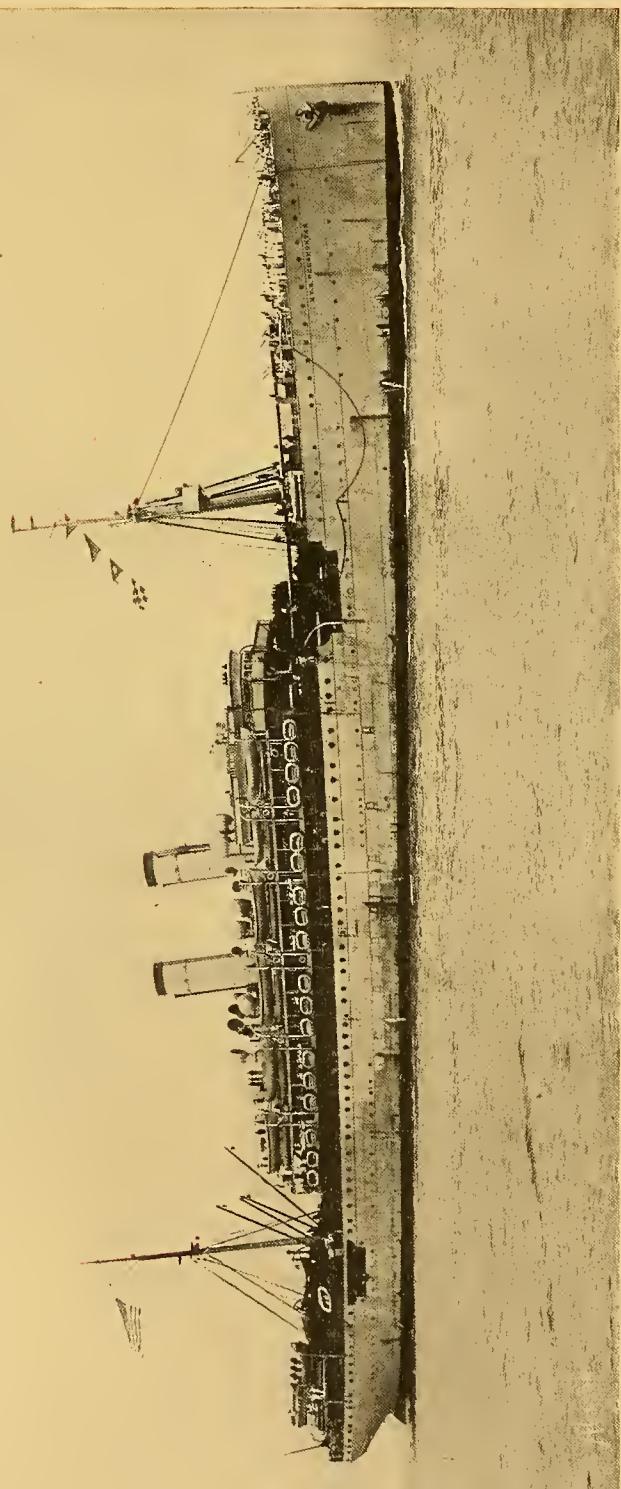
MICAJAH BOLAND, M.A., M.D., U. S. NAVY

**T**HE facts set forth in this history are taken from North German Lloyd records, the ship's log, the engine room log, the rough and smooth medical journals, ship's files and from notes made by myself, notes obtained from various sources on the ship and from memory.

**T**HE S. S. PRINZESS IRENE was built by the Vulcan Co., Stettin. Launched, June 19, 1900; trial trip, September 6, 1900. Contract speed, 15 knots at 25 ft. 00 in. draft. Length over all, 166.10 m.; over stem, 159.99 m.; width, 18.30 m. Gross registered tonnage, 10,880.88; net, 6,886.71. Tonnage: 18,550 tons at 29' 9 $\frac{1}{2}$ " draft in salt water; 63 tons per inch. Average speed at sea, 15 $\frac{1}{2}$  knots. Total crew (as North German Lloyd passenger vessel), 218. 13 w. t. compartments. Rigging: 2 masts without yards. Foremast, 34.0 m. Mainmast, 35.2 m. Span of masts, 94.5 m. Heavy loading machinery, 1 boom of 17 tons capacity on hatch No. 3. Three steam capstans from Clarke, Chapman & Co. Steam steering apparatus from Brown Bros. Hand steering apparatus from Brown Bros. 3 dynamos: each 110 volts, 400 amp. Engines from Daevol, Kiel. Dynamos from A. E. G., Berlin. Two cooling engines from Linde, Model "O." Submarine Bell Apparatus. Wireless telegraph: Marconi Short Distance.

Engines built by Vulcan Co., Stettin, 1900. German Lloyd (A) M.C. about 8,000 ind. H.P.; 2 piece quadruple expansion. Cylinder diameter, 700 mm. (27.6"), 1,020 mm. (40.2"), 1,460 mm. (57.5"), 2,100 mm. (82.7"). Stroke, 1,400 mm. (55.1"). Revolutions, 73. Cooling surface, 2x560=1,120 sq. in., 2x6,028=12,056 sq. ft. 2 four blade propellers—nave, cast iron; blades, bronze. Diameter 5,700 mm. (18' 8 $\frac{1}{2}$ "). Pitch, 6,500 mm. (21' 4"). Boilers: Howdens forced draught, built by Vulcan Co., Stettin. 3 cylinder double boiler; 3 cylinder single boiler; number of fires, 27; diameter of fires: outside, 1,200 mm., inside, 1,100 mm. Steam pressure, 213 lbs. Weight of boilers, 396 tons; water contents, 174 tons. Fresh water for





*U. S. S. Pocahontas*

feeding 260 cu. meters in double bottoms. Coal consumption, 148 tons, including auxiliary purposes for 8,000 ind. H.P. 2 funnels, both height 11.50 m., diameter 3.40 m.

The *S. S. Prinzess Irene* had run between Hamburg and New York, had also been cruising to the Mediterranean and Far East.

By executive order No. 2651, dated, "The White House, June 30, 1917," authority for which was contained in joint Resolution adopted by Congress and approved by the President on May 12, 1917, the President directed the U. S. Shipping Board to take "possession and title" of the *S. S. Prinzess Irene* and 86 other enemy ships, to "repair, equip and man; to operate, lease or charter the same in any service of the United States or in any commerce, foreign or coastwise."

Upon reporting for duty on July 23, 1917 in connection with fitting out the *Prinzess Irene*, it was found that a number of officers and men were already on board, among the officers being a Junior Medical Officer, who had submitted tentative plans for the sick-bay, etc. These plans and the ship were inspected, after which the sick-bay plans were modified in some particulars. Then, on the afternoon of the 23rd, Commander J. F. Hellweg, Commanding Officer, Lieutenant Commander B. H. Green, Executive Officer, and myself visited the C & R Department at the Navy Yard, New York, New York, and had a lengthy conference with Naval Constructor H. T. Wright, U. S. N., in regard to work of refitting the ship for transporting troops. Work had been going on in the engine room and holds for some time and was commenced in quarters selected for the sick-bay on July 25th.

The members of the crew aboard were billeted and messed on the *Kaiser Wilhelm II* (now the *U. S. S. Agamemnon*), at that time acting as receiving ship, and the officers lived ashore, getting lunch on the receiving ship.

On July 25th, 1917 about 4:00 p. m., Commander Ryan, U. S. N. (Retired), Aide to Commandant, came on board with telegraphic orders (Bunav 15423 of July 23, 1917) from Navy Department, to put the ship in commission immediately. Colors, commission pennant and a bugler were hastily borrowed, and eight officers, some in whites, some in blues, and some in dungarees, and about twenty enlisted men, no two in the same kind of uniform, and mostly barefoot, were assembled on "B" deck, starboard side aft, near the present sick-bay. Commander Ryan read the orders placing the ship in commission, as *U. S. S. Princess Irene*. The bugler sounded "colors" and the colors were broken out at 4:40 p. m. and commission pennant hoisted.

About July 28th a wardroom mess was started, a seaman who "admitted" that he knew something about cooking was installed in the gallery, and with newspapers for a table cloth we were "off." Sugar, salt and pepper were on the table in cups, with a spoon in



each; at breakfast the first morning, the coffee tasted salty and everybody thought they had "sweetened" their coffee with salt. A new lot of coffee was obtained and this time the sugar was tested before being used, but the coffee was still salty. "Our friend" the cook was sent for and asked where he got the water to make the coffee. He said he dipped it from over the side with a bucket. We were lying in Wallabout Basin.

The date originally set for completion of repairs was August 1st, this was advanced to August 15th, and later several times until finally she started on her trial trip at 6:00 a. m., August 29th. In the meantime repairs were going on. Several small fires occurred in the life preservers stored in the second class saloon, now the after mess compartment. On August 11th, a new boat fall carried away during a test and upon examination it appeared that an acid had been injected into the heart of the rope with a hypodermic syringe, the damage being not apparent to ordinary observation. The ends were sent to the Naval Hospital, Brooklyn, for chemical examination and the chemist reported approximately one gramme of commercial hydrochloric acid recovered. Apparently it was the work of an enemy who hoped to render the boat useless at sea.

We left the yard at 6:00 a. m., August 29th, for a trial trip. At noon a fire broke out amongst some life preservers, life rings and Jacob's ladders stored in a small shack just abaft the after funnel on the boat deck; some difficulty was experienced in getting pressure enough on fire main to raise water to boat deck; in the meantime used pyrene and hand grenades; finally pressure was obtained and the fire was extinguished. At 4:21 p. m., the same day, anchored off 96th street in North River, where we coaled and took on provisions.

On September 2nd proceeded to Pier 1, Hoboken, for troops. September 3rd Lieutenant Colonel Clark, M. C., U. S. A., from Surgeon's office, Port of Embarkation, came on board and inspected the ship. All the holds were fitted with wooden standees in tiers three deep. Upper No. 2 hold was kept for a troop messroom. At 11 p. m., Sept. 5th, M. A. Ryan, Ptr-3, fell from his hammock, fracturing skull, and was sent to St. Mary's Hospital, Hoboken.



Commander JOHN DOWNES

The *U. S. S. Princess Irene* on September 7, 1917, was renamed *U. S. S. POCOHONTAS* in accordance with instructions in Bunav telegram 09304, dated September 4, 1917. The tug *Pocahontas* was renamed *Chemung* on the same day. The New York Herald Co. presented Captain Hellweg with a steel engraving of the Indian Princess Pocahontas, from a statue by Bernard. This engraving still adorns the wardroom, occupying the place formerly devoted to an oil painting of Prinzess Irene, sister of the former Kaiser Wilhelm II, and in whose honor the ship was named.

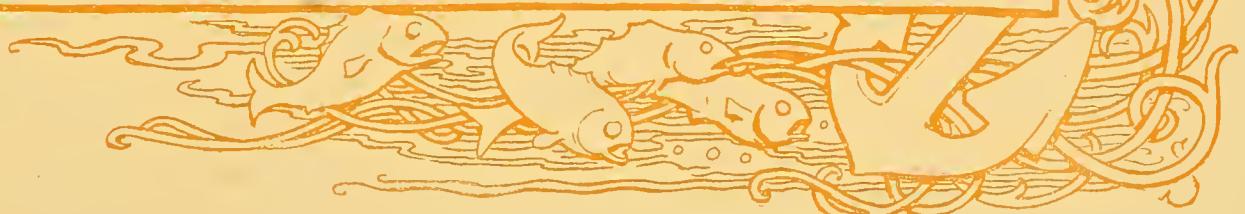
On September 7th embarked 138 officers and 2,421 troops of the 9th and 23rd Infantry. Underway at 5:17 p. m., anchored at Tompkinsville at 7:00 p. m.

At 10:00 p. m. underway for the first trip, convoyed by the cruiser *U. S. S. Huntington* and destroyers *Duncan* and *McCall*; the ships in the convoy being *POCAHONTAS*, *Huron*, *Henry C. Mallory*, *Tenedores*, *Pastores*, *De Kalb* and the collier *Maumee*. Accompanying us on this trip was one civilian, Mr. Howard Wheeler, editor of "Everybody's Magazine," who was en route to Europe to secure Mr. Brand Whitlock's story "Belgium" which later appeared serially in "Everybody's." He also wrote an article, entitled "The Skipper," on his impressions of the trip, in which he paid a high tribute to our beloved Captain, Commander Hellweg; this article appeared in "Everybody's Magazine" for May, 1918.

During the night of September 8th, starboard engine broke down and we lost the convoy; went ahead on port engine and repaired starboard. We heard nothing from convoy all the day of the 9th, so thought we would have to make the best of our way across alone, as the convoy was by that time so far ahead we would not hope to overtake it. Early on the morning of the 10th, received peremptory orders to rejoin the convoy at a given point, and to do this it was necessary to steam west. Fell in with the convoy about noon (the 10th) and, in obedience to orders from the convoy Commander, steamed alongside the *Huntington*, the Captain making a verbal report to the convoy Commander regarding condition of engines.

Had serious trouble from the beginning with the sanitary flushing system, frequently having to bail water from over the side to flush No. 1, troop latrine. Drain pipes from latrines frequently clogged and plumber reported them stopped with such things as whole rolls of toilet paper, leggins, underclothes, old shoes and, in one instance, a mess kit.

There was not a light on the ship outside of engine and fire rooms and chart house. Officers and crews quarters, galleys, pantries, passages and troop holds were in absolute darkness. On the night of September 15, it was reported that a soldier in lower No. 5 troop hold was having a "fit." The executive officer and myself went below with flashlights and located his bunk, but were unable to locate the man himself. He fell through his bunk upon the man sleeping under him, but was all right the next day. On September 15th target



practice was held. On the night of the 16th slop shute forward carried away, and there was about six inches of garbage on the deck; this was collected in barrels and immediately dumped overboard on the lee side. Garbage was collected in the shutes throughout the day and dumped during the midwatch, all cans being cut through so they would sink.

Had trouble with army officers smoking after lights were out. One officer was detected lighting a match about 9:00 o'clock one night and was reported and recommended for general court martial for endangering the whole ship by showing light.

The *Huntington* had an observation balloon, which was kept several hundred feet in the air from sunrise to sunset, with an observer in the basket. At 9:39 a. m., September 17th, the balloon was struck by a sudden squall; became unmanageable while being hauled in and whipped down to the water, then back to the length of its cable, a number of times; finally it lay on the water, wrecked, but the observer, with a number of broken bones, was by this time unconscious. A shipwright dived over the side, extricated him, and they were hauled on board. The shipwright was later recommended for a gold life saving medal and gratuity.

The engine room had continual trouble with feed pumps and during the last 24 hours before getting into port only one feed pump was in commission. During the last few days of the trip the phosphorescence was beautiful, the water, along the sides of the ship for

fifty feet or more away, seemed as though illuminated by cargo lights and the wake of the ship could be followed for miles. Porpoises going through the water gave the effect of a torpedo.

September 18th, 8:30 a. m., sighted four destroyers on port beam; they soon joined the convoy as escort and at 9:30 a. m. *Huntington* left, heading west; at 9:50 a. m. the same day *Duncan* and *McCall* left convoy, heading west. The morning of September 19th was foggy with a strong wind blowing. Our radio picked up S O S from a ship that was being shelled by an enemy submarine. It was later learned that this submarine had sunk a French patrol boat about 5,000 yards from us, on our lee side, all hands being lost. Had



Captain F. C. KALBFUS

the day been clear one of the convoys might have been sunk. At 6:25 p. m., 19th, sighted Sousan Light and at 8:38 p. m. anchored off Belle Isle. Underway at daybreak September 20th, and at 6:00 p. m. entered lock at St. Nazaire to go into the Basin. The streets and docks were packed with an enthusiastic crowd of French and Americans; the troops on board were wild with enthusiasm; the band played "The Star Spangled Banner" and the "Marseillaise," as the ship passed through the lock. At 7:30 p. m. moored in basin. Troops were debarked the next day and five patients (Army) transferred to Base Hospital No. 101. Repairs to engines kept us in port eight days, a number of the officers, including the writer, taking advantage of this delay to visit Paris.

On September 29th at 5:00 a. m. all the ships of the convoy started on the return voyage escorted by destroyers for 48 hours, after which they kept in formation until after passing longitude 30°, then each for himself. When the signal was given for the convoy to break up, the *Huron* immediately forged ahead and led the convoy, but within a few hours had dropped behind all the other ships and was the last to arrive at Hoboken. On the return trip a naval ensign and an American boy living in Paris, but who had an appointment to the U. S. Naval Academy, were passengers. All the medical officers stood a "lookout" watch on the flying bridge on the westbound trip.

The *POCAHONTAS* arrived at Hoboken 7:00 p. m., October 9th. Many things that occurred on this trip and could have been fraught with serious consequences, now, in retrospect, seem very humorous, and the original members of the wardroom mess, who are still on the ship, often discuss the events and problems of that first trip.

After extensive repairs at Morse Dry Dock Company's Plant, where among other things a heating system and battle lights were installed, we returned to Hoboken on November 6th for provisions and coal, preparatory to another trip.

On November 13th, 2,383 officers and men of the 15th Infantry, New York, National Guard (colored), commanded by Colonel "Bill" Hayward, embarked. This regiment had five negro officers, including Lieutenant "Jim" Europe, Band Leader. Lieutenant Europe



Captain J. F. HELLWEG



was killed in a theatre in Boston, during a concert in May, 1919, by one of his bandmen whom he had reprimanded.

At 8:30 p. m. underway, escorted by *U. S. S. San Diego* and the destroyers *Rowe* and *Monaghan*. The ships of the convoy were *POCAHONTAS*, *Madawaska* and *Powhatan*. On November 13th, due to the bending of the piston rod and breaking of the slide valve of the starboard low pressure cylinder, the ship returned to port arriving at Hoboken 2:00 p. m. November 14th. The troops remained on board until 11:00 a. m., the 16th. On the 15th, Fred A. Russel, Bugler, 15th Infantry, New York, National Guard, while attempting to demonstrate the use of a colt automatic .45, in upper No. 6 hold, shot himself through the head. He was immediately sent to St. Mary's Hospital, Hoboken, where he died several days later.

The piston rod and slide valve were repaired and preparations again undertaken for going to sea. The 15th New York was reassigned to us and scheduled to embark on December 3rd. At 2:00 p. m., December 1st, a bunker fire was discovered (by means of a fireman leaning against the bulkhead and finding it hot) in No. 2 thwartship bunker. We were not permitted to go to sea and immediately commenced discharging the coal from this bunker, 760 tons in all. Had we been permitted to proceed to sea this bunker could have been emptied first for steaming and cleaned in about five days.

Troops embarked on December 3rd, as scheduled, before all the coal was discharged. We missed our convoy and had to wait for the next one on December 12th. No liberty was granted anyone after the fire was discovered on December 1st. Incidentally there was no liberty for Navy personnel from November 30, 1917, till January 2, 1918.

Quite a funny incident happened when the 15th New York were aboard in November, the facts about it being obtained in a round-about way and by piecemeal at intervals during the following two months. It appears that a certain officer of the 15th New York came on board in November feeling quite exhilarated, so after turning in (he had a lower berth), commenced pushing with his feet against the upper bunk (occupied by a brother officer), which carried away and fell on him; the officer occupying this bunk then did a little jumping up and down on his own account, the bed springs bruising up his neighbor considerably. After our return for repairs the bruised up officer reached home considerably plastered up with adhesive and told his wife he had started to France, but there had been an explosion on the ship, necessitating its return to port for repairs, and that he was injured in this explosion. Incidentally, this officer fell down a flight of steps, between our return on November 14th and our departure on December 12th, and broke his leg, so did not make the trip with us.



Officers During the War

At 3:15 p. m. on December 12th, left pier at Hoboken and anchored in Gravesend Bay to wait for the rest of the convoy. On the 13th a storm was threatening (barometer at 12 m., 30.24); during the afternoon the barometer falling rapidly, the pilot informed the Captain that if he wished to get out that day, it would be wise to sail before night-fall, but it was necessary to await orders from convoy commander. At 8:00 p. m. underway (barometer, 29.78); at 8:30 weather became thick and a blinding snow storm set in, the wind blowing a gale. The weather was too thick to proceed with safety, so at 9:00 p. m. anchored about  $3\frac{1}{2}$  miles north (true) of northern entrance to Ambrose Channel, no landmarks visible. At 9:10 p. m. battle watch set; 2:00 a. m. barometer, 29.06, a fall of 1.18 inches in 14 hours.

At 2:30 a. m. (14th), let go starboard anchor; at 2:35 a. m., British tank steamer *San Tirso*, dragging an-

chor, struck us on starboard bow at after end of forecastle, making large hole from forecastle deck down to well deck, then swung alongside where she remained till 6:00 a. m., when she got underway, smashing No. 9 life-boat in getting away from the side. At daybreak work was started cutting away débris around hole in side, then it was shored up both inboard and outboard with timbers bolted together and the intervening space filled in with reinforced concrete. We made the round trip with this patch in place. When we were struck a sailor was thrown from No. 1 hatch down into No. 1 hold; his ankle was badly sprained and he was rendered semiconscious; there was partial stampede of troops and the first thing he remembers was being stepped on by the troops trying to get out of the hold. He did not mind his ankle being sprained but was "peeved" at being run over by negro troops. One army officer informed me the next day that he was very tired as he had been up ever since the collision.

At 8:00 p. m. December 14th, got underway, escorted by the *U. S. S. North Carolina* and the destroyers *Rowe* and *Monaghan*. The ships of the convoy were the *POCAHONTAS*, *President Lincoln*, *Covington*, *Henderson*, *De Kalb*, *Susquehanna* and *Antigone*.

Target practice was held on December 20th and 21st. During our stay in port, blue standing lights had been installed in troop holds, galleys, pantries, crew quarters and passages, all other lights out from sunset to sunrise; at this season of the year from about 4:25 p. m. to 7:00 a. m. or later. Shortly after "lights out" of an evening, the troops (colored) usually had "bayonet practice." It was almost a nightly occurrence to have several bayonet wounds to dress. On one occasion I dressed a severe incised wound of the wrist; upon inquiry as to how it happened, was informed by the victim that he and another soldier had an argument as to which could draw his knife the quickest; they made a bet of five dollars, put their knives in their pockets and at a given signal proceeded to "draw," the one with the wound naturally lost the bet, and both were satisfied.

Picked up destroyer convoy (seven destroyers) morning of December 24th, and at 11:15 a. m. the *U. S. S. North Carolina* left convoy, heading west. There were several cases of lobar pneumonia on this trip, one case being a West Indian negro, Reid by name, who prior to joining the 15th New York had been employed on mule transports. He was on a ship sunk in the North Sea by an enemy torpedo, and in May, 1917, was on a ship sunk by gunfire from an enemy submarine just outside of Belle Isle. He was extremely ill, but needless to say recovered and probably went through the war without a scratch, if his usual luck held good.

At 3:50 p. m., December 26th, convoy separated, *Susquehanna*, *Henderson*, *Antigone* and *De Kalb* with three destroyers heading for St. Nazaire; the *POCAHONTAS*, *President Lincoln* and *Covington* with four destroyers heading for Brest. December 27th, 9:05 a. m.

sighted land; 9:20 a. m., picked up two airplanes on starboard bow; at 12:34 p. m., anchored in Brest harbor.

December 28th, 4:00 p. m., eleven Army patients transferred to Naval Base Hospital No. 1.

January 1, 1918, 7:10 a. m., troops debarked and sent to St. Nazaire by rail, in cars whose rated capacity was "40 hommes" or "8 cheveaux." January 2nd, 8:14 a. m., underway, and at 9:22 a. m., secured to dock, Port du Commerce, and commenced discharging cargo. Repairs to engines were going on while in port.

January 9th, 8:40 a. m., Everett M. Reside, Sea-2, died from lobar pneumonia, remains embalmed and returned to United States.

At 11:20 a. m. officers and crew mustered at quarters and assembled on after "A" deck. Commander J. F. Hellweg read Bureau orders detaching him from command of the *POCAHONTAS* and Commander D. M. Wood assumed command. The Captain's writer had been instructed to prepare all necessary papers for turning over the command. An "old time" yeoman told him to prepare, among other things, a receipt for "one ship and equipage" which he did and procured Commander Wood's signature to it.

At 4:35 p. m. Commander Hellweg left the ship, attended at the gangway by every officer on the ship. He went to command the *U. S. S. Marietta*, on the Mediterranean station; he joined her in Gibraltar, going there by way of Spain.

January 17th, 8:05 a. m., cast off from dock and underway in company with *President Lincoln* and *Covington*, and escorted by four destroyers; at 5:05, darkened ship and set battle watches.

At 12 m., January 17th, barometer, which had been comparatively steady for several days, started down, from 29.95, by jumps until it reached the minimum for the trip of 28.40 at 10:00 a. m., January 19th; steady till noon when it went to 28.41, and reached 29.00 at 2:00 a. m. on 1st, then stayed below 29.50 until 5:00 a. m. 23rd; reached 29.96 at 11:00 a. m. 25th; error not known.

January 18th, 2:00 p. m., destroyers left convoy and headed east; weather became rough and continued so for several days. January 21st, sharp lightning continuously throughout first watch; variable winds and heavy rain squalls during mid watch (January 22nd); hail throughout forenoon watch; mess bench washed overboard. 1:10 p. m., No. 1 lookout, stationed on forecastle peak, carried away. January 26th, ship rolling 30° during afternoon watch.

January 25th, picked up distress message from American steamer *City of Wilmington* and headed south. Fell in with her 5:10 a. m. the 27th, and by 8:00 a. m. had secured tow line to her. From this time on we towed her at intervals, but most of the time were standing by, repairing lines and trying to get them to her. At 5:17 p. m., January 31st, finally got a line to her that held until we reached Bermuda. At 5:30 a. m., February 1st, United States Revenue Cutter *Seminole*, and on February 5th *U. S. S. Mars*, joined us and stood by until we reached St. George, Bermuda, at 5:46 p. m., February



6th. 9:51 a. m. February 7th, underway for dock yard. 11:45 a. m. pratique granted and at 2:00 p. m. moored in dock yard outboard *U. S. S. Mars*.

February 8th, coaling ship. The writer visited the Royal Naval Hospital. Two U. S. naval patients were received the next day from this hospital for transfer to the United States.

February 9th, 10:10 a. m., underway and swung ship that afternoon. Arrived Newport News 3:15 p. m., February 11th.

February 14th, 9:15 p. m. Commander E. C. Kalbfus reported on board and at 5:00 p. m. the next day assumed command of the ship. Commander Wood leaving the ship at 5:15 p. m.

February 16th, 11:00 a. m., underway for New York, arriving Hoboken 2:30 p. m. on the 17th. Went to Navy Yard berth No. 13 at 4:30 p. m. the next day, for three weeks' overhaul. The sanitary flushing system was overhauled and put in excellent condition during the stay and has since been eminently satisfactory, and system was changed from a continuous flow to a periodic flush every two minutes. The wooden standees were taken out of No. 3 hold and folding iron standees with canvas bottoms were installed. Twenty "ever warm" life suits were delivered to Supply Officer for use of patients.

At 4:45 p. m., March 11th, went to Pier 1, Hoboken, and on March 14th, 2,405 officers and troops of the following organizations embarked: 16th U. S. Engineers, 314 F. A. and March Replacement Draft.

Underway from Hoboken at 5:15 p. m. the same day and anchored at Gravesend Bay 8:16 p. m. Port high pressure cylinder out of commission; ship's force working on it. 11:56 p. m., cylinder repaired and underway, escorted by *U. S. S. Rochester*; the ships of the convoy were *POCAHONTAS*, *Henderson*, *Aeolus*, *Henry C. Mallory* and *Matsonia*. Midnight darkened ship and set battle watches. On the night of March 16th *Mallory* and *Aeolus* got lost from convoy but fell in with us at 5:30 a. m. the 17th. March 18th, target practice.

March 19th, 6:10 a. m., Jess B. Hewitt, Private 1st Class, 314 Field Artillery, died of lobar pneumonia. 21st, *Matsonia* signaled over to know if we could spare any diphtheria antitoxin, and at 8:17 a. m., 22nd, sent boat for 130,000 units. 5:10 p. m., March 23rd, Cornelius Frommeyer, Private, March Rep. Draft, died of lobar pneumonia. Both bodies embalmed and returned to the United States. 8:00 p. m., March 25th, Walter Davis, Private (colored), 3rd Co. March Rep. Draft, died of cerebro-spinal meningitis. The ship's embalmer being ill, the body was not embalmed, but was buried in American cemetery (St. Nazaire) No. 21, plot B, grave 52, on March 27, 1918.

At 6:50 a. m. destroyer escort joined convoy, and at 7:30 a. m. *Rochester* left, heading west. 10:20 a. m., March 26th, anchored in river below St. Nazaire; 5:30 p. m. entered lock and at 6:50 p. m.

secured to dock. 6:55 a. m., March 27th, troops commenced to debark, and at 9:00 a. m. nineteen Army patients transferred to Base Hospital No. 101.

March 29th, thirty-four Army patients embarked for transportation to United States, and at 4:10 p. m. the same day, underway with convoy and escort of three destroyers for return trip; at 9:05 p. m., set battle watches. March 30th at 6:15 p. m., destroyer escort left convoy and headed east.

On April 2nd, had a severe storm about 11:30 p. m., the barometer going from 29.00 at 7:00 p. m. to 29.66 at midnight; reaching 30.22 at noon next day (3rd).

Nineteen tubercular patients (one officer, three nurses and fifteen enlisted men) were sleeping on lee side of "B" deck on cots; the nurses and officer got below before the storm broke, the officer's cot, mattress and bedding going overboard. Frank Oboshaw, Private, an Indian, was found hanging on outboard fire plug, his cot having broken adrift.

11:50 a. m., April 5th, sighted convoy of eight ships going east and bearing 350°. 12:00 m. made recognition signals to cruiser of east-bound convoy. At 12:20 p. m. Cruiser *Frederick*, due to mistaking our signals, fired shot across our bow and stood over towards us. Slowed to 1/3 speed and at 1:10 p. m. proceeded on our course, 296 P. S. C. Arrived Hoboken, Pier No. 2, April 9th, 8:30 a. m.

Thirty-four Army patients transferred to Receiving Hospital, Ellis Island, and remains of Hewitt and Frommeyer delivered to effects quartermaster. Coaled ship, received stores, and on April 15th, 2,426 officers and troops of the 61st Infantry embarked.

At 10:48 a. m., April 16th, escorted by *U. S. S. Seattle* and accompanied by *Calamares*, *Madawaska*, *Maui*, *Mount Vernon*, *El Oriente*, *Czar* and *Czarita*, sailed for France; April 23rd, target practice.

April 26th, at 6:23 a. m., sighted destroyer escort (twelve destroyers), and at 8:08 *Seattle* left convoy.

5:35 a. m. Destroyer *Roe* sounded submarine warning (six blasts on whistle), and at 5:45 *Calamares* broke out submarine warning flag denoting submarine to port. At 6:35, resumed course.

At 12:30 a. m., April 28th, destroyer on port bow gave submarine warning, the *POCAHONTAS* received several severe jars as though passing over some submerged object, but it was never determined whether this was an enemy submarine, some submerged wreckage, or the discharge of depth bombs.

At 10:55 a. m. secured to dock in Port Du Commerce, Brest, and troops immediately debarked. Twelve Army patients sent to U. S. Navy Base Hospital No. 1, one patient (lobar pneumonia), too ill to move, was kept on board and was convalescent by the time we reached United States.

At 5:30 p. m., April 29th, underway for United States, after a stay of twenty-nine hours in port, escorted by two destroyers and one

patrol boat; at 6:50 p. m., April 30th, escort left the convoy and headed east.

At 10:20 a. m. on May 2nd, while steaming alone, a large enemy cruiser submarine came to the surface about 7,000 yards away on our starboard quarter and opened fire with both guns; the Commanding Officer took the deck, ordered full speed ahead under forced draft and immediately commenced to zig-zag. Crew went to battle stations; opened fire with No. 5 and 6 guns at range of 6,000 yards, raised it immediately to 8,000, then to extreme elevation, but all shots still fell short. Nos. 1 and 2 guns were fired when they could be brought to bear on the submarine, but at extreme elevation shots from all guns fell short. Enemy shells commenced to fall all around the ship at 10:30 and exploded on contact, many fragments falling on board. Several pieces of enemy shell-base were obtained, from the measurements of which a curve was plotted and the bore of the guns was determined to be 4.7.

Several members of the crew had a fight on "C" deck during the battle, over the possession of particularly large fragment of shrapnel. POCOHONTAS fired last shot at 11:20 a. m.; it fell 3,000 yards short. The fact that the ship escaped was due entirely to the sound judgment and excellent seamanship of Captain Kalbfus. Number of shots fired by the enemy, 31; POCOHONTAS, 49. We were well outside of the so-called war zone and this cruiser was possibly on its way to the American coast and one of the first to arrive. The rest of the trip was without incident, and we reached Newport News at 8:00 p. m. May 8th. Coaled ship and took provisions. Obtained new powder and sharp-nose shells.

May 17th, embarked 2,369 officers and troops of the 102nd Engineers, Commanded by Colonel Cornelius Vanderbilt, and at 3:58 p. m., underway to Hampton Roads, where we anchored at 4:47 p. m. A Board of Ordnance Officers came on board to test our guns the next day (18th), in order to determine why they did not have a greater range on May 2nd. 8:53 a. m., 18th, underway, but weather foggy and could not test guns. Board left the ship. Reached Cape Henry sea buoy at noon and "lay to" awaiting convoy until 7:55 p. m., when we anchored off buoy 2 CB.

10:45 p. m., underway, escorted by the U. S. S. *Huntington* and destroyers *Kimberly* and *Winslow* and in company with *Susquehanna*, *Madawaska*, *Zelanda*, *Bridge*, *Finland*, *President Grant*, *Calamares*, *El Occidenti*, *Rei D'Italia*, *Duc D'Aosta* and *Duc D'Abruzzi*. On May 19th, picked S O S from steamer "*Nyanza*" that she was being shelled and chased by raider; her position was 200 miles distant, bearing 78° (true) from our position.

10:45 a. m. today sighted an eastbound convoy of twenty-eight ships.

May 22nd, 12 m., *Zelania* lost a man overboard.

May 25th, 10:40 p. m., Charles G. Crawford, Sea-2, while climbing to the lookout station on searchlight platform, with a handful

of sandwiches, fell about 20 feet, fracturing right femur and left first metatarsal.

May 26th, 3:50 p. m., sighted an object ahead; all ships in convoy went to battle quarters and several opened fire; our course eventually brought object on our starboard bow about thirty yards away; No. 1 gun fired six shots. *Huntington* and *Madawaska*, firing almost directly at us, their shells bursting on contact, splashed water on the forecastle until the *POCAHONTAS* broke out the "cease firing" signal. The object proved to be an overturned clinker built life-boat. The only hit made was by the *POCAHONTAS* starboard one pounder.

May 28th, 3:20 p. m., escort of six destroyers joined the convoy and at 3:55 p. m. *Huntington* left, heading west. 5:05 p. m. *Calamares* hoisted submarine warning flag, and a destroyer dropped several depth charges.

May 29th, 4:00 p. m., *Duc D'Abruzzi* took a bad sheer to right, nearly ramming *POCAHONTAS*.

May 30th, 1:55 p. m., sighted two hydroplanes; 2:15 p. m., sighted land; 2:35 p. m., port submarine warning flag shown in convoy. All ships in convoy fired at intervals and several depth charges were dropped by destroyers. At 10:45 p. m. entered locks at St. Nazaire, France, and at 11:50, secured to dock.

During this trip Colonel Vanderbilt entertained those at the Captain's table with reminiscences of his acquaintance with the Kaiser and Crown Prince and spoke of having met, on a number of occasions, the Princess Irene, sister of the Kaiser.

6:20 a. m., May 31st, troops disembarking. One Army and one Navy patient (Crawford), transferred to Base Hospital No. 101.

June 1st, 9:25 a. m., eighty-three Army patients and seven general court martial prisoners embarked for transportation to the United States.

At 5:30 a. m. June 2nd, underway; 11:00 a. m., anchored in Quiberon Bay to wait for convoy.

June 5th, abandon ship drill; lowered all life boats and pulled away from the side. 4:17 p. m., underway and battle watches set.

3:10 a. m., June 7th, the escort left convoy and headed north.

June 9th, 4:50 a. m., Louis W. Leonhardt, Private, 4th Prov. Recruiting Battalion, a patient, escaped from his guards, jumped overboard and was lost.

At 12:44, June 11th, sighted a spar bearing 30° and fired two shots at it from No. 1 and 5 guns.

June 16th, 12:05 p. m., arrived Newport News and immediately transferred seventy-six Army patients to Embarkation Hospital and six Navy and U. S. M. C. patients to the Naval Hospital, Norfolk.

June 17th, Hugh St. Elmo Croft, F-2, of our crew, drowned at Ocean View at 1:10 p. m. while swimming. Body recovered and forwarded to next of kin by Naval Hospital at Naval Training Base.

June 21st, 8:00 to 11:00, advanced guard of troops embarking.



June 22nd, 8:30 a. m., troops embarking. 6:24 p. m., underway. 7:27 p. m., anchored Hampton Roads.

June 23rd, 6:12 a. m., underway, having 2,661 Officers and troops of the 147th Infantry and 112th Ohio Engineers, escorted by the *U. S. S. South Dakota* and destroyer *Gregory*, the following ships being in the convoy: *POCAHONTAS*, *Calamares*, *Bridge*, *Susquehanna*, *Rei D'Italia*, *Duc D'Aosta*, *Patria*, *Duc D'Abruzzi*, *Napotin*, *Jannette* and *Robert E. Lee*.

June 25th, intercepted *S O S. Khiva* being chased and shelled by raider; position,  $40^{\circ} 57' N.$   $61^{\circ} 01' W.$

July 3rd, 5:50 p. m. Destroyer escort joined convoy. *South Dakota* left, heading west at 6:04 p. m.

July 5th, 10:00 a. m., sighted land. 11:51 a. m., anchored in harbor at Brest. 2:20 p. m., secured to dock, Port du Commerce. 4:06 p. m., troops debarking.

At 9:10 a. m., July 6th, Captain R. T. Murdock, former master of the Canadian schooner *Rothesay*, reported on board for passage to United States. 2:00 p. m., draft of fifty men from Base No. 7, nucleus crew No. 35 and 3 G. C. M. prisoners received for transportation to United States.

July 7th, nine patients received from Navy Base Hospital No. 5 for transfer to United States.

July 8, 10:00 a. m. Received from Base Hospital No. 1, forty-nine Army patients and one attendant for transfer to the United States. 7:04 p. m., underway with convoy and escort of six destroyers. Set clocks back one hour and at 6:40 p. m. set battle watches.

July 9th, 9:55 a. m., destroyer on starboard side fired shot, hoisted starboard submarine warning and dropped several depth charges.

July 10th, 8:30 p. m., destroyer escort left convoy and headed east.

July 12th, 1:50 a. m., passed Red Cross steamer close aboard on starboard side; she was illuminated with large red lights in the form of crosses on bow, sides and stern.

July 16th, 11:05 a. m., passed red buoy marked "I"; this same buoy was seen again on our next westbound trip on the afternoon of August 15th, about 100 miles from its location on July 16th.

July 19th, 5:00 p. m. Cape Charles light ship abeam. 8:10 p. m. anchored Newport News, Va.

July 20th, 11:20 a. m., docked; 11:30 a. m., Commanding Officer personally destroyed secret orders by burning. Transferred Army patients to embarkation hospital; Navy and U. S. M. C. patients to Naval Hospital, Norfolk, Va.

Ship camouflaged while in port this trip, and wooden standees replaced by iron ones. Some folding, others stationary. Upper No. 2 hold, which had formerly been used as messroom, now equipped with folding standees.

July 26th, 2,784 officers and men of the 314, 332, 335 Labor Battalions embarked. 11:15 a. m., underway, escorted by *U. S. S. Huntington* and destroyers *Little* and *Connor* and accompanied by *Bridge*,

*Henderson, Susquehanna, Kroonland, Finland, Sobral, Casieta, Duc D'Aosta, Ulua and Tasmania.* (The latter a British transport with Australian troops.)

July 29th, 11:17 p. m. (G. M. T.), *Duc D'Aosta* lost soldier overboard; made "man overboard" signal and let go four life buoys, one of them luminous. Man was not seen after falling overboard.

August 3rd, 2:20 a. m., Jethro McMahon, Private Co. "B", 335th Labor Battalion, died of tuberculosis, acute miliary, pulmonary. Body embalmed and returned to the United States.

August 4th, 6:23 a. m., sighted destroyer escort. *Huntington* departed, headed west.

August 6th, 3:55 p. m., anchored Brest harbor.

August 7th, 9:20 a. m., troops debarking on lighters. 10:30 a. m., forty-nine Army patients transferred to Hospital, Port of Debarkation.

August 8th, 11:00 a. m., received thirty-two Army and eight U. S. M. C. patients for transportation to the United States, also fifty Army officers and seventy-five enlisted men for transportation to the United States. Emile De Muelder, Warrant Officer, French Navy, Pilot, and Lieutenant Monterio Gomes of the Portuguese Army reported aboard for transportation to the United States. 4:40 p. m., underway with convoy and escort.

August 9th, 11:30 a. m., destroyer bearing 300° commenced to drop depth bombs and dropped a total of twenty-four.

August 15th, 4:30 p. m., sighted the same buoy seen on July 16th, and held target practice, using buoy for target.

August 18th, 4:17 p. m., moored to Pier 16, Hoboken, N. J. and patients transferred to the Hospital, Port of Embarkation.

August 19th, proceeded to Morse Dry Dock Plant for three weeks' repairs. A ventilating system that had been authorized by C. & R. letter O-T P X-3 dated December 14, 1917, was partially installed during repair period and completed about eight months later. Up to this time there had been no ventilation in troop holds or crew quarters except windsails.

Upon the completion of repairs the ship returned to Hoboken on September 11th, and prepared to embark troops. The writer of these notes was transferred to the U. S. Naval Hospital, Washington, D. C., on September 15th, the date of beginning the next trip, and returned on board on October 16th.

The trip beginning on September 15th was in many respects the most eventful the ship made. Sailed at 2:15 p. m. with 111 officers and 2,808 troops of the following organizations: 374, August Replacement Draft, 1, 2, 20, 21, 25, 371, 372 and 373 Casual Companies, Numbers 41 and 44 Medical Replacement Units, No. 1 and No. 2 Q. M. C. Units and 813 Infantry Ordnance Detachment. The convoy was escorted by the *U. S. S. New Hampshire* and the *U. S. S. Pueblo* and the destroyers *Stribling* and *Stringham*. The following ships made up the convoy: *POCAHONTAS*, *Aeolus*, *Calamares*, *Pow-*



*hatan, Martha Washington, Henderson, Finland, Matsonia, Ulva, Patria, Koningin De Nederlanden and H. M. S. Kursk.*

September 17th, 3:00 p. m., port condensor out of commission, going ahead on starboard engine. 6:50 p. m., repairs completed and going ahead under both engines.

September 19th, 4:53 p. m., *U. S. S. New Hampshire* broke out port submarine warning flag.

September 24th, 2:20 p. m., *Nederlanden* reports hearing gun fire bearing 100° true; no action taken.

September 25th, 5:35 p. m., picked up destroyer escort. 7:42 p. m. *U. S. S. Pueblo* left convoy, headed west. No record of when *U. S. S. New Hampshire* left.

September 27th, water very phosphorescent, the wake of a number of porpoises distinctly seen.

This was just about the time the influenza epidemic was prevalent in the Eastern States, and the *POCAHONTAS* did not escape. One case was admitted the day the troops embarked, and several added daily until the seventh day, when seventy-six cases were admitted, eighth day, fifty-seven cases, and by the thirteenth day, when the vessel arrived in Brest, a total of 307 cases had been admitted; many mild cases were not taken up on the sick list at all. Only three deaths had occurred up to the time of arrival in port. One on September 27th, and two on the 28th, and two occurred on the 28th after arrival in port. 2,000 troops debarked immediately after arrival, but owing to the fact that lighters were not available, about 1,000 remained on board until September 30th, when they were debarked, with the exception of twenty-nine who were too ill to go ashore with their command, and the Hospital Boat was not available for their transfer. On the afternoon of September 29th, 154 Army patients were transferred to U. S. Naval Base Hospital No. 1. Six deaths occurred on September 30th, one being a naval aviator (passenger). During the epidemic No. 7 hold was cleared of troops and used as a sick-bay, the sickest being put on cots on "B" deck. The Army seemed demoralized to a certain extent and very little assistance was given to the Navy Medical Department by the Army Medical Personnel with few exceptions.

All the ship's officers, line, pay and medical, helped care for the sick. A Pay Officer on more than one occasion gave medicine to patients and assisted in many other ways.

In the meantime the Navy personnel itself, had not escaped, eighty-seven cases of influenza, one of diphtheria and one of lobar pneumonia having developed, but with only one death up to this time, the aviation passenger as noted above.

The ship sailed on the return voyage at 12:10 p. m., October 1st, with convoy and escort. Destroyer escort left convoy at dusk October 2nd.

October 9th extraordinary electrical disturbances from midnight

to 12:30 a. m.; practically continuous flashes of lightning, continuing until 2:30 a. m., accompanied by heavy rain.

There were on board the twenty-nine patients above referred to, who were too ill to go with their command, and one Army Medical Officer and several Army Hospital Corpsmen who were not disembarked. This officer, Lieutenant Hardesty, did excellent work on the return trip, as he also did going east.

Of the twenty-nine Army patients remaining on board, nine died en route home, and other twenty were transferred to Hospital at Ellis Island on October 12th.

On the return trip the following diseases developed among the Navy personnel: Lobar pneumonia, scarlet fever, and influenza, with three deaths, bringing the total up to: Army, nineteen; Navy, four; the twenty-three bodies were embalmed and returned to the United States. After inspecting the Army remains at Hoboken, the Army authorities reported that they were in better condition than those from any other ship of the transport fleet. The ship's licensed embalmer at this time was at the Hospital Corps Training School at Hampton Roads, and all the embalming was done by T. L. Garrigan, PhM-1, U. S. N.

Arrived at Hoboken 11:20 a. m., October 12th; the writer rejoined the ship there on October 16th.

On October 21st at 12 m. sailed for France with 2,048 U. S. Marines, and 15 U. S. M. C. Officers of the 7th and 8th Separate Battalions U. S. M. C., 40 Army Officers, 6 Naval Officers and 4 Navy enlisted men as passengers. The convoy was made up of the following ships: *POCAHONTAS*, *Aeolus*, *Martha Washington*, *Madawaska*, *Sobral*, *Comfort* and *Duc D'Aosta*, and was escorted by the U. S. S. *New Hampshire*, U. S. S. *Charleston* and the destroyer *Radford*.

The number of troops was purposely reduced on account of the possibility of there being another outbreak of influenza. No troops were put in No. 7 hold, which was reserved for a sick-bay. During the trip 201 cases of influenza developed among the Marines as follows: 3 on 3rd day, 21 on the 4th day, 8 on the 5th day, 10 on the 6th day, 25 on the 7th day, 38 on the 8th day, 41 on the 9th day, and 55 during the next 5 days. Only 2 cases developed among the Navy personnel, 1 on the 8th and 1 on the 10th day. There were no deaths.

October 31st, 5:22 p. m., sighted destroyer escort; also four west-bound steamers; 6:00 p. m., destroyers joined convoy and U. S. S. *Charleston* left, heading west. No record can be found of the time the *New Hampshire* left the convoy.

Arrived Brest at 11:15 a. m., November 3rd, and at 3:00 p. m. all troops had debarked. Eighty-six cases of influenza transferred to Hospital, Port of Debarkation.

November 6th, 8:10 p. m. Jean Lenzo, Belgian orphan who tried to "stow away" for transportation to United States, was sent ashore and placed in custody of Beach Master.

Sailed for the United States 3:02 p. m., November 7, 1918, having as passenger Capitaine de Vasseau de Saint Seine of the French Navy for duty as Naval Attaché at Washington. The following patients were embarked: Navy, 1 officer, 7 enlisted men; Army, 16 officers, 8 nurses and 1 attendant, 136 enlisted men and 6 U. S. M. C. enlisted men:

There were two deaths on the return trip: John W. Bennett, Private Co. A, 4th M. G. B., on November 12th, pulmonary embolus, following mastoid operation with thrombosis of lateral sinus and jugular vein; and 2nd Lieutenant Frank R. Bronson, Q. M. C., U. S. A., on November 15th, chronic valvular heart disease. This officer was classed on passenger list as an "ambulatory surgical" case, but was immediately discovered and put to bed in the sick-bay.

November 7th, 10:00 p. m., picked up S. O. S. from a ship being shelled about 10 miles distant, so destroyer escort went to rescue and convoy continued unescorted.

November 8th, during dog watches, heavy swells and ship pitching heavily.

At 5:00 p. m., Monday, November 11th, "all hands" were called to quarters and assembled on the lee side of "B" deck, the Executive Officer, in the presence of the Captain and all the ship's officers, published Alnav message No. 173 as follows: "Armistice signed at 5:00 a. m. November 11th; hostilities cease at 11:00 a. m. G. M. T. 13011 signed 'Secnav.'" There was wild enthusiasm. That night and the following night screened lights were allowed. On the night of the 13th, authority was granted by an Alnav message to have lights throughout the ship and for a short while every light on the ship was turned on.

At 10:00 a. m. on November 12th there was a celebration by the crew, a parade around "A" deck with music furnished by sailors using dishpans, buckets and other noise producing instruments.

On November 15th at 12 m., received S O S from *U. S. S. Manta* asking for a tow on account of disabled engines. Picked her up at 9:00 p. m. the same day and stood by till next morning (16th), when we got a line to her at 8:00 a. m.; line parted at 9:15 a. m.; got line to her again at 1:14 p. m. and towed her until 9:00 p. m. on the 17th, when she was taken in tow by a tug, *U. S. S. Avocet*, which came out from Boston.

Arrived Newport News 11:25 a. m., November 20th, debarked patients and passengers and at 11:00 a. m., November 22nd, sailed for New York with 43 officers and 1,775 enlisted men of the 37th Reg. C. A. C., U. S. A. Many of our liberty party were left ashore, some of whom joined us in Hoboken on the 23rd, the remainder upon our return to Newport News. The writer got on board just as the gangway was being rigged in.

Arrived New York 12 m. on the 23rd, amid wild enthusiasm, everyone taking these to be the first troops to arrive from France. Troops debarked at 3:00 p. m. (23rd), and at 8:00 a. m., November

24th, 138 officers and 2,800 enlisted men of the 12 Reg. Infantry, U. S. A., embarked. At 3:15 p. m., underway and arrived at Newport News 7:16 p. m., November 25th.

At 9:00 p. m. Commander John Downes, U. S. N., reported on board as relief for Captain E. C. Kalbfus. Secured to C. & O. No. 4 pier at midnight. Troops and seven Army patients immediately debarked.

At 7:00 a. m., November 26th, went to coaling piers, Lambert's Point, where photographs were made of the ship, crew and officers.

November 27th. Commander John Downes, U. S. N. assumed command of the POCOHONTAS, Captain Kalbfus being detached to command *U. S. S. Iowa*.

After coaling and taking on cargo, sailed for Hoboken on December 4th. A seaplane that escorted us was wrecked on the way back to port and we headed in her direction to render assistance but she was picked up and towed by another vessel before we reached her.

Arrived at Hoboken 11:30 a. m. on the 5th to take on Christmas mail for the American Expeditionary Force.

One hundred Army nurses reported on board on December 8th for passage to France and at 12 m. the same day sailed.

December 11th, severe snowstorm during afternoon watch; so thick, necessary to blow fog whistle.

December 18th, thick weather during afternoon watch; 5:09 p. m., anchored in harbor of La Rochelle after much difficulty in finding anchorage due to thick weather and strong west wind.

December 19th, 8:50 a. m., underway; 2:24 p. m., anchored in Gironde River off Pointe de Grave. There was a strong flood tide running and a gale blowing; the ship became unmanageable and it was only due to the excellent seamanship of the Commanding Officer that considerable and serious damage was not done to the POCOHONTAS and another ship.

December 20th, 3:48 a. m., underway, and 8:30 moored at Bassens. 2:10 p. m., Army nurses debarked. Two medical officers reported from Base Hospital No. 5, Brest, for temporary duty and transportation to the United States.

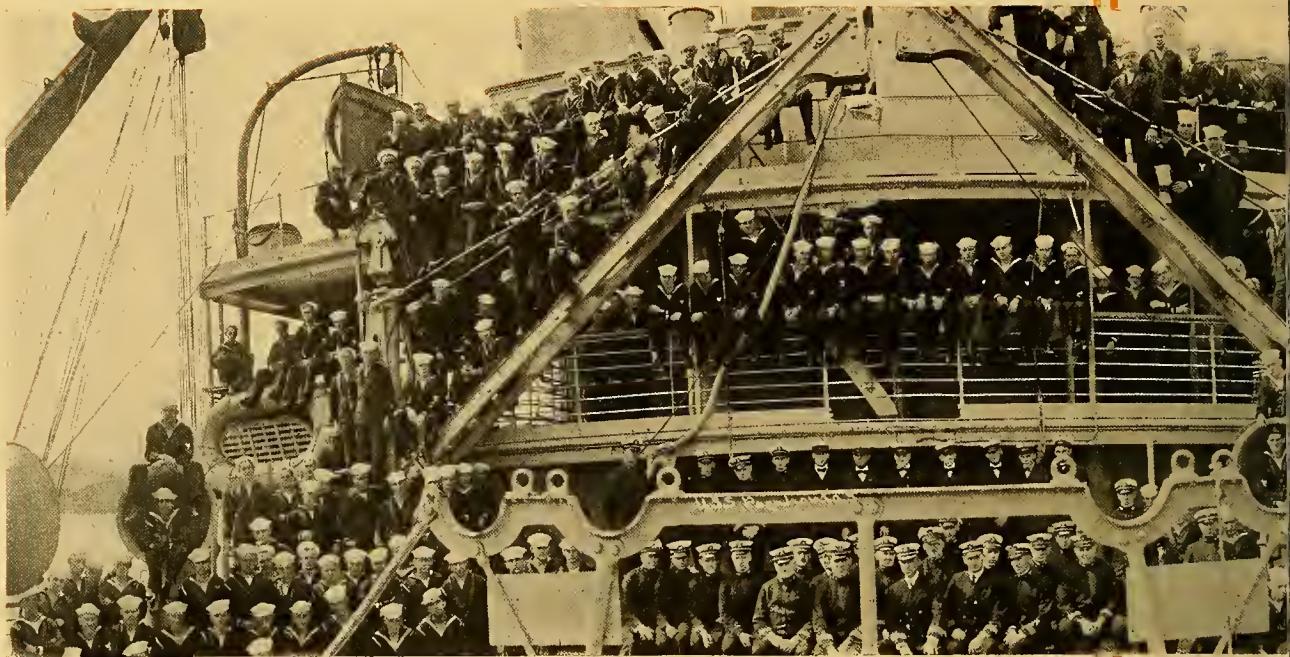
2,869 troops and officers of the 126 F. A. and 109 Ammunition Train and 1 officer and 44 enlisted men, Navy, embarked on Dec. 23rd and patients as follows: Navy, 1 from air station at Pauillac; Army, 8 officers and 30 enlisted men from Base Hospital No. 22.

At 8:00 a. m. on the 24th underway and anchored at La Verdon at 12 m. At 8:00 p. m. had Christmas tree and celebration in wardroom for Army and Navy officers.

December 25th, Christmas Day: 9:30 a. m., underway for United States. Christmas celebration for crew and troops 2:00 p. m., presents being distributed to every man on board by Y. M. C. A., Red Cross, and K. of C.

December 31, 1918: Smoker and celebration, music, reading, boxing, etc., in wardroom from 8:00 p. m. to midnight. At midnight





Officers  
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sixteen bells were struck and the ship's band and two troop bands played the National Anthem.

Arrived at Newport News 8:17 p. m., January 4, 1919, going to dock at 7:35 o'clock the next morning and immediately debarking troops, patients embarked in France, and twenty-one admitted during the trip.

At 4:37 p. m., January 6th, sailed for Navy Yard, Philadelphia, for two weeks repairs and docking.

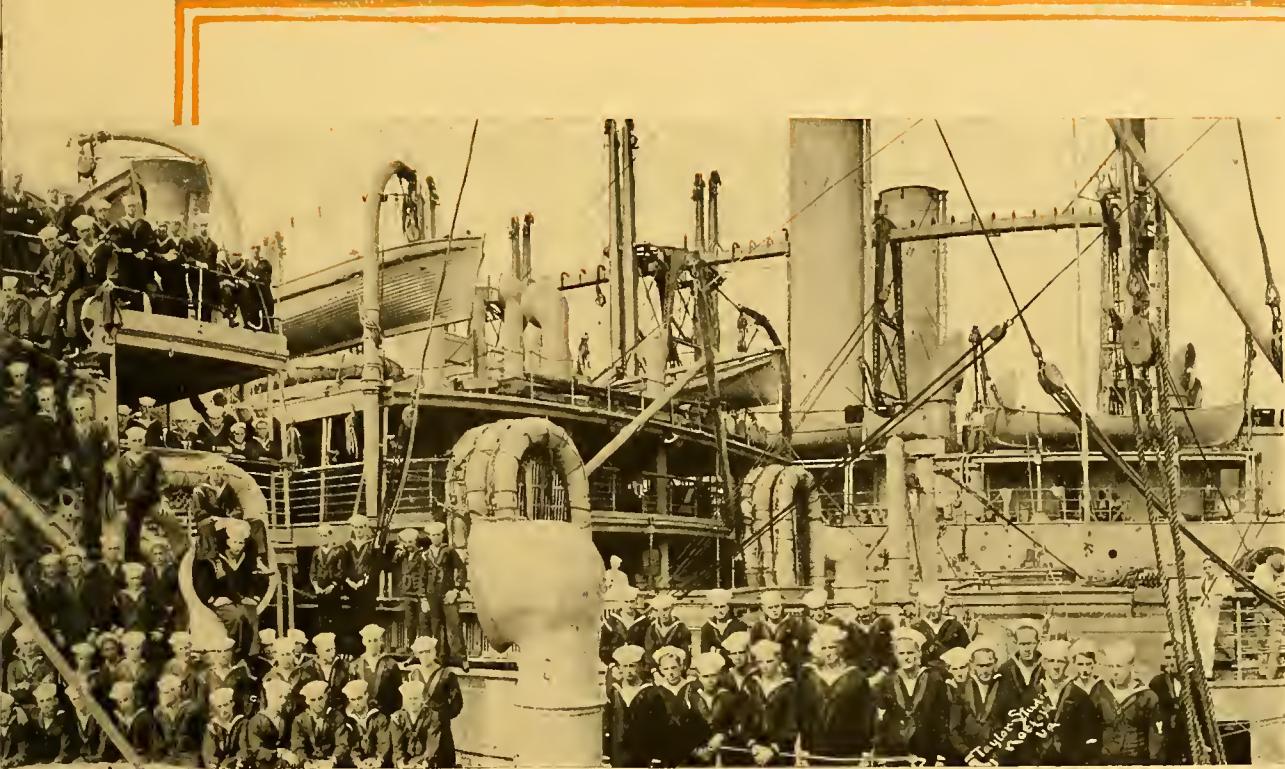
Upon completion of repairs the ship sailed for France at 12:15 p. m., January 21, 1919.

On February 1st passed Isle de Yeu where *Tenedores* was aground and 3:14 anchored off Point de Grave, Gironde River. At 3:50 a. m., February 3rd, underway, arriving at Bordeaux (Bassens) at 7:49 a. m.

At 10:00 a. m., February 5th, 1 officer and 24 men (sick and wounded) received from Base Hospital No. 20, for transportation to the United States. The same day 111 officers and 2,794 men of the 62nd C. A. C., U. S. A., formerly California National Guard, and several Casual Companies and 5 civilians (Y. M. C. A.) embarked. The ship sailed at 2:53 p. m., February 6th.

February 10th, 5:25 p. m., picked up mountain peak (1,349 ft. high) on Graciosa Island, Azores.





ed Crew

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February 18th, 4:45 p.m., met three battleships, U. S. S. *Louisiana*, flagship.

Arrived at Newport News 10:30 p.m., February 18th. Docked at 7:37 a.m. the next day and troops, 25 sick and wounded, and nine patients admitted during the voyage, debarked. Went to Lambert's Point where the ship was disinfected for vermin and rats by an officer of the U. S. Public Health Service, by the cyanide method, on February 21st, the crew returning aboard at 11:00 a.m. on the 22nd; results unsatisfactory.

After coaling, the ship sailed at 5:00 p.m., March 2nd. March 3rd, 9:45 a.m., man overboard drill.

March 5th, Aurora Borealis could be plainly seen throughout the entire period of the first watch.

March 10th, 6 a.m., sighted U. S. S. *Pueblo*.

March 12th, 3:40 a.m., D. F. Jordan, CM-2, fell out of a hammock, fracturing os pubis.

Arrived St. Nazaire, France, 3:10 p.m., March 13th.

On March 16th, 77 officers and 2,839 men of the 117th and 118th Infantry, a part of the "Fighting" 30th Division (Old Hickory Division), and one civilian (Y. M. C. A.) embarked for the United States. No patients received for transportation. At 2:06 p.m. the same day sailed for Charleston, S. C.



March 20th, 3:50 p. m., Flores Island, Azores, on starboard side five miles distant, bearing 352° true.

On this trip a mild epidemic of influenza developed among the troops, there being 34 cases, one of lobar pneumonia and one of broncho pneumonia; the case of broncho pneumonia, Pvt. Edward H. King, Co. L, 118th Infantry, died at 1:30 a. m., March 28th, after the ship had anchored in Charleston, S. C., harbor.

Anchored off Fort Sumter 6:15 p. m., March 27th, and docked at North Charleston 11:56 a. m. the 28th; troops debarked immediately and 12 Army patients, admitted during the voyage, transferred to U. S. Naval Hospital.

April 1st. At Navy Yard, Charleston, S. C., discharging ammunition and dismounting guns.

April 2nd, 2:15 p. m., while removing No. 1 gun from the ship, crane and purchase broke, the gun fell into the water striking the *U. S. S. Machias* amidships at the water line, staving in her side. Stand No. 158, carriage No. 174 and slide No. 197A were lost, but recovered the next day.

After coaling and taking on supplies, sailed from Charleston 11:30 a. m., April 7th.

April 12, 1:05 a. m., temperature of water dropped from 66° to 56°. Lookouts stationed in eyes of ship to watch for ice, but none seen.

Arrived at St. Nazaire 8:00 p. m., April 18th, and on the 19th embarked the following: 107 officers and 2,830 troops of the 112th Inf., 28th Division (Penna. National Guard), and 356 Casual Company, three Y. M. C. A., two wives of enlisted men, one of whom was aboard the ship, the other having previously returned to the United States, and one Army civilian employee, wife and baby. Underway at 5:30 p. m. the same day and anchored in Channel du Nord, Quiberon Bay, at 8:00 p. m. until 5:25 a. m. the next day (20th), when we got underway.

April 24th, 2:31 p. m., changed course to speak French brigantine flying International signal; gave her latitude and longitude and resumed course.

April 26, 5:15 p. m., died: Homer Dale Gardner, Pvt. Co. I, 112th Infantry, mixed malignant tumor, later determined by microscopic examination to be adeno carcinoma, of pelvic abdominal and mesenteric lymphatics and liver.

April 29th, 11:50 p. m., sighted Five Fathom Bank light vessel.

April 30th, 2:03 a. m., anchored three miles south of McCrea Shoal Gas buoy.

6:30 a. m., underway, proceeded up Delaware River, followed by *U. S. S. Mercury*; 1:00 p. m., met by various committees on tugs, amid wild enthusiasm. At 3:15 p. m., moored Pier 78, South Philadelphia, and immediately debarked troops and 25 patients admitted on trip; remains and effects of Pvt. Gardner delivered to Effects Quartermaster. 6:45 p. m., underway for Navy Yard, where we ar-

rived at 7:45 p. m. Repairs made while in yard. Ship in dry dock May 1st and 2nd. Port propellor blades 56 and 58 discovered cracked, but no action taken by yard constructors.

Repairs completed and ship underway at 6:15 a. m., May 10th; foggy, overcast morning; when the ship got outside Delaware Breakwater it was still foggy, the sea was very rough and there was no pilot boat to receive the pilot, so we proceeded, taking the pilot, Captain Poynter, with us to France. He was rather a large man and having started out with the idea of being home in a few days at the most, had very few clothes with him; he was able to borrow a few things here and there that he could manage to squeeze into; he seemed, however, to enjoy the trip and made one liberty in St. Nazaire.

May 11th and 12th, heavy fog during afternoon watch.

May 13th, heavy fog during first dog watch.

May 17th, 6:11 p. m., *U. S. S. Florida* about  $2\frac{1}{2}$  miles distant on starboard beam.

May 19th, heavy fog during first watch.

Arrived St. Nazaire at 9:35 p. m., May 20th. On May 21st, embarked 110 officers, 4 field clerks and 2,242 men of the 352nd Infantry, 313 Train, 88th Division, including, Major General William Weigel, commanding the 88th Division, and Staff; 5 civilians (Y. M. C. A.); sick and wounded: 20 enlisted men, Army; 5 officers, Army; and 383 U. S. Army, and 12 U. S. M. C. mental cases accompanied by 5 psychiatrists and 100 attendants. The mental cases were put in holds No. 6 and 7, sentries posted and a medical officer kept on watch at all times, day and night. Fruit, candy, etc., were distributed to them frequently; a victrola furnished; band concerts were held by No. 6 hatch, and moving pictures shown in No. 6 hold, daily.

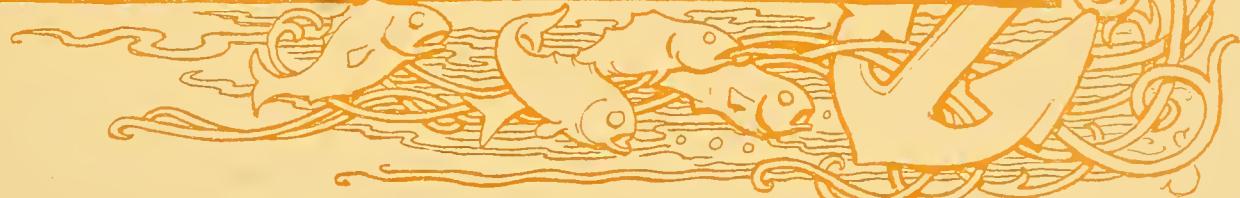
At 5:50 the same day (21st), we got underway and after an uneventful trip, anchored at Hampton Roads at 8:19 p. m. May 31st and secured pratique.

The next morning at 7:00 o'clock, docked at Newport News and debarked troops, patients, and civilians.

Coaled at Lambert's Point and at 8:00 p. m. on June 5th went to Navy Yard, Norfolk, for repairs.

On June 7th, while cleaning over the side, Samuel Marcus, Sea-2, fell from staging and was drowned. Did not come to surface and could not be found by several of his shipmates who dived for him immediately after he fell. Diving apparatus was secured and at 11:30 a. m. diver recovered his body; after one hour's unsuccessful attempt to resuscitate him with lung-motor and artificial respiration, remains were embalmed and forwarded to his home in Bangor, Maine, accompanied by flowers from his shipmates.

At 8:06 a. m., June 10th, left Navy Yard, Norfolk, for France. 9:51 a. m., schooner *Anna Camp* of Providence, R. I., standing up river in middle of channel, made no attempt to get out of channel or clear POCAHONTAS; when a head on collision seemed imminent



schooner's steerman deserted wheel, but later returned, putting wheel down, thus bringing schooner partially up into the wind. Due to excellent seamanship on the part of the Commanding Officer of the U. S. S. POCAHONTAS, who was at that time conning the ship, there was no collision, but the mizzen sail scraped along the starboard davit heads, doing no damage to the POCAHONTAS and no apparent damage to the schooner.

Navy Yard employee adjusting radio compasses from 11:26 a. m. to 1:25 p. m.; left ship on S. C. No. 409 at 1:25. At 1:41 p. m. standard speed ahead both engines. 2:25 p. m., Atlantic Fleet, by Divisions, holding target practice on starboard side 5 to 8 miles distant. Heavy fog during first dog watch.

June 13th, heavy fog during second dog watch.

June 20th. Passed fleet of fishing vessels during morning watch.

Arrived St. Nazaire 10:36 p. m., June 20th, from midnight to 2:50 a. m., 21st, 73 officers and 2,795 troops of the following organizations embarked: 320 S. B., 255 and 276 M. P. C., 328 M. T. C., 221 and 328 R. U., 110 C. H., 109 and 110 Guard Co., 6,486, 6,489, 6,903, 6,495 Casual Companies and 44 nurses from Base Hospitals Nos. 11 and 101.

At 9:00 a. m. the 21st, 85 mental cases accompanied by 2 psychiatrists and 40 attendants were put in No. 7 hold and a medical officer kept on watch at all times, day and night.

On this voyage an unpleasant incident occurred. An Army officer assigned specific duties (Police Officer) became intoxicated and unable to perform duty; the matter was reported to the Commanding Officer of the ship and at his direction the officer was admitted to the sick list and cared for in the sick-bay until sober.

Upon arrival in port the Commanding Officer of troops reported the case to the Commanding General, Port of Debarkation, for action in the premises.

June 24th and 25th barometer varied during these two days from 30.69 to 30.81, with a correction of only .02 obtained at Norfolk on June 9th.

June 30th. Heavy rain squalls during mid watch. Arrived Newport News 10:15 a. m., July 2, 1919, and all Army personnel immediately debarked, mental cases and thirteen patients admitted during trip transferred to Hospital.

4:15 p. m. the same day arrived Lambert's Point for coaling, and at 7:00 p. m., July 5th, arrived Navy Yard, Norfolk, for repairs.

July 8th, 5:20 p. m., Ensign H. E. Knowlton, U. S. N., transferred to U. S. Naval Hospital, Norfolk, lobar pneumonia, and died there July 14th.

At 4:26 p. m., July 10th, left Navy Yard, Norfolk, and arrived at Brest 3:00 p. m., July 20th, remaining there until 2:15 p. m. the 22nd.

By orders of Naval Port Commander no liberty was granted the enlisted personnel on the 21st, because there was a strike of all work-

men throughout France for that one day only; they desired a holiday and simply took it.

At 10:00 a. m., the 22nd, 124 officers and 2,855 men of the following organizations embarked: 308 Field Signal Battalion, 24th Train, Third Corps Headquarters 3rd Army M. P. Battalion, 415 Motor Supply Train, Evac. Ambulance Companies 17, 29 and 37, Base Hospital No. 91, Brest Casual Co. No. 3218, Pontanazean Casuals and casualties "For Orders."

After an uneventful trip the ship arrived at Hoboken 10:00 a. m., August 1st. Seven patients admitted during the trip were transferred to hospital and troops debarked at 10:30 a. m.

At 8:30 a. m., August 8th, underway for France.

August 17th, 5:25 p. m., nut on stay rod of salt water gravity tank blew off, flooding starboard side of "C" deck and running down into the blacksmith ship.

Arrived Brest 7:47 a. m., August 18th. During this trip lost the tip (about 15 inches) of one of the port propeller blades. This blade and the one opposite were discovered to be cracked and a report made to that effect when the ship was in dry dock in the Philadelphia Navy Yard on May 1st and 2nd; the opposite blade is still holding.

Both starboard and port pressure piston rings were discovered broken upon arrival and steps taken to have new ones made.

This trip has been looked forward to for a long time by all hands as it is the "Paris Leave" trip; the first party shoving off on the afternoon of the 18th and returning on the afternoon of the 23rd; the second party shoving off immediately upon the return of the first and returning on the afternoon of the 28th; everybody tired, but happy.

Places of interest in Paris were seen and points on the battle fronts visited by various members of the leave parties, some of the officers getting as far as Brussels. The writer can speak personally of the beauty of the Marne Valley, the excellence of the French roads and the devastation done in Chateau Thierry and Soissons. Fields which were occupied by barb-wire entanglements, trenches and heavy ordnance a year ago, now beautiful with ripening crops.

At 5:00 p. m. on the 26th, the Commanding Officer was informed that the *POCAHONTAS* was designated to return home via Ponta del Garda, Azores, to pick up 14 naval officers and 55 enlisted men. At 3:00 p. m., 27th, *U. S. S. Kroonland*, her engines being disabled, undertook to shift anchorage, towed by the tug *Penobscot*. There was a 2 to 3 knot tide running and as she crossed our bow, became unmanageable and drifted down on us, we immediately veered from 60 to 150 fathoms at the water's edge and the *Kroonland* let go her port anchor, but continued to drift, and at 3:43 p. m. struck our port bow, at an angle of about 30°. She was made fast until additional tugs could be procured; at 4:50 she was clear and underway to her anchorage. Very little damage was done to the *POCAHONTAS*; about



40 feet of rail carried away, deck beading buckled in one place, and a coal chute, rigged for coaling the next day, was crushed. The *Kroonland* crushed her starboard gangway, and practically all the "doughnut" life rafts on starboard side; carried away a good part of her starboard rail and two boat davits of Nos. 1 and 3 life-boats, besides denting her side abaft the bridge.

6:30 p. m., coal lighter moored to port side.

4:00 a. m., August 28th. Severe storm came up; lighter pounding considerably and leaking. 5:15 a. m., No. 1 motor sailing launch got adrift; picked up after daylight; had been carried up against the tide by the wind.

10:00 a. m., tug took away lighter which was still leaking and pounding heavily.

12:35 p. m., received orders to get up steam by 5:00 p. m., and come into the dock. (It takes 15 hours to get up steam and warm up engines).

4:00 p. m., coal lighters alongside and crew coaling ship. Wife and son of former officer of the ship came on board for transportation to United States.

August 29th, 6:00 a. m., crew coaling ship, ten hospital corpsmen assisting. German prisoners expected at 8:00 a. m. to finish coaling. 9:00 a. m., severe rain storm. German prisoners did not arrive, so crew is still coaling and finished at 2:00 p. m. Field Day in progress.

Army Officer came on board to arrange for us to take "war brides" to United States and not make the trip to the Azores for Navy personnel.

August 30th. Obtained Bill of Health, Kirtley, J. W. SC-2, returned from Base Hospital No. 5 where he was operated on for appendicitis ten days ago.

1:00 p. m., a liberty party of about 125 men sent ashore.

7:30 p. m. Liberty party returned on board. Harbor very rough and entire liberty party got soaking wet; the entire party was sent to the sick-bay and a small amount of whisky given to each man to prevent taking cold. Out of a crew of 519, I think at least a thousand must have been on liberty, judging from the number who passed through the sick-bay.

August 31st. The motor sailing lanuch broke down last night about eleven o'clock, while returning with officers from liberty. They had to break out the oars and row about a half mile in a pouring rain, to the *U. S. S. Chattanooga*, signal to the *POCAHONTAS* for a tow and reached the ship at 1:30 this morning, wet and cold. 11:00 a. m., troops, war brides, etc., embarking as follows: Casual Company, 152; husbands, 96; "war brides," 100; babies (3 weeks to 3 months old), 5; children (4 to 10 years old), 4; Army Nurse Corps, 13; Y. M. C. A. (women), 3; Y. W. C. A., 3; French civilian, 1; this young lady, who acted as interpreter and was of invaluable assistance to me in my dealings with the "war brides," was en route to attend

Rockford (Illinois) College. 2:17 p. m., underway with "Home-ward Bound" pennant flying and the band playing.

September 2nd, 7:00 p. m., barometer falling rapidly, .12 of an inch in last two hours.

September 3rd and 4th, severe storm during both days.

September 5th, Army nurses very indignant because they must nurse ill "war brides" and one said she would refuse to obey certain orders of mine; however, she obeyed them. The Isolation Ward with ten beds was used as a sick-bay for the brides and proved very satisfactory. Accompanied by a nurse, interpreter, one hospital corpsman as recorder and another with a pitcher of water and a bottle of laxative pills, I made the rounds at 9:00 a. m. every day. Most of them felt "*tres bien*." 6:00 p. m., sea has been smooth today.

September 8th, two soldiers had a fight today, one getting the left 8th rib broken at Costo-chondral articulation.

September 10th, 12:00 m., moored Army Pier No. 3, Brooklyn. 2:00 p. m., troops, "war brides" and other passengers debarking; war brides going to Y. W. C. A. Hostess House; one soldier with fractured rib, sent to debarkation hospital.

September 12th. Had expected to begin discharging ballast and stores today preparatory to going out of commission and everybody was happy, for all the reserves and D. O. W. men expected to be released immediately; a number of them desired to enter college and complete their education, which had been interrupted by the war, but orders were received today to be ready to sail on September 25th, for Rotterdam, with German prisoners of war, internes and others. Everyone was much disappointed but went to work with a will to be ready to carry out orders.

September 15th. Left pier South Brooklyn at 5:30 a. m. to-day and proceeded to Navy Yard where the ship was dry docked (No. 3 dock) at 9:00 a. m.

September 21st, the ship's band, all reserve men, released from active duty today.

Left dry dock at 2:10 p. m., today and moored Pier No. 3, Hoboken, at 4:10 p. m. While in dry dock Nos. 56 and 58 port propellor blades were removed and replaced by Nos. 66 and 70, spares; No. 56 had a new end welded on and No. 58 had cracks welded, both being spare replacements. Starboard propellor blade No. 49 removed, end straightened and replaced. Bottoms scraped and painted while in dock.

September 22nd. One Chief nurse and two nurses reported. 5:00 p. m., Secretary Swiss Legation, Washington, accompanied by General McManus, Commanding Embarkation Headquarters and Captain Zuckschwerdt, German Navy, Chairman of Committee of returning officers and civilians, came on board for conference with the Commanding Officer. None of them had positive information as to how many of the various classes were to come on board for transportation nor what equipment they would have.



It was decided that the women, children, Naval officers and civilians should be put in staterooms as far as they were available, the remaining civilians to go in upper holds one and three; the warrant and chief petty officers in hold No. 7 and the prisoners of war in Nos. 4, 5 and 6. Arrangements for sick and insane, made by Senior Medical Officer after consultation with Commanding Officer and Executive Officer. Sick to go in sick-bay, and on "B" deck outside sick-bay, weather screens being rigged; insane to go in Isolation Ward, which was immediately prepared by installing eighteen bunks in place of the ten formerly there.

September 24th. 125 Marines and 5 U. S. Marine Corps officers reported for duty as guards for prisoners; quartered in upper No. 2 troop hold.

Department of Justice representative on board to arrange for taking insane from the following New York State Hospitals: Manhattan, Kings Park, Central Islip and Willard; he was informed that they could not possibly be taken, as we only had facilities for carrying eighteen who were coming from St. Elizabeth's Hospital, Anacostia, D. C. A number of voluntary German civilian casualties for repatriation reported on board today and were assigned quarters. Mental cases arrived from Washington about 9:00 p. m., but remained on train as Isolation Ward was not yet ready to receive them. 10:30 p. m., two nurses (female) reported for duty from Naval Hospital, New York.

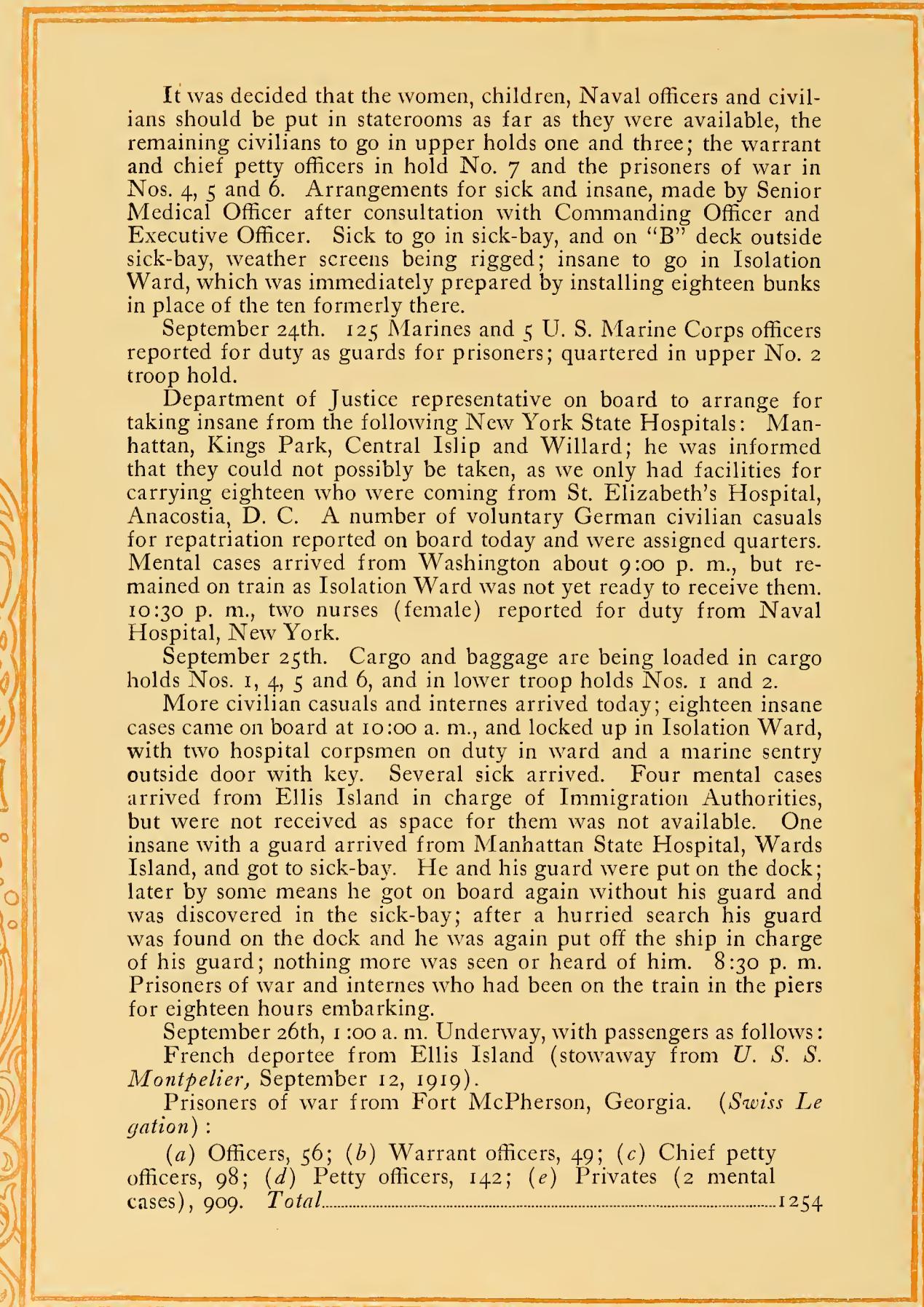
September 25th. Cargo and baggage are being loaded in cargo holds Nos. 1, 4, 5 and 6, and in lower troop holds Nos. 1 and 2.

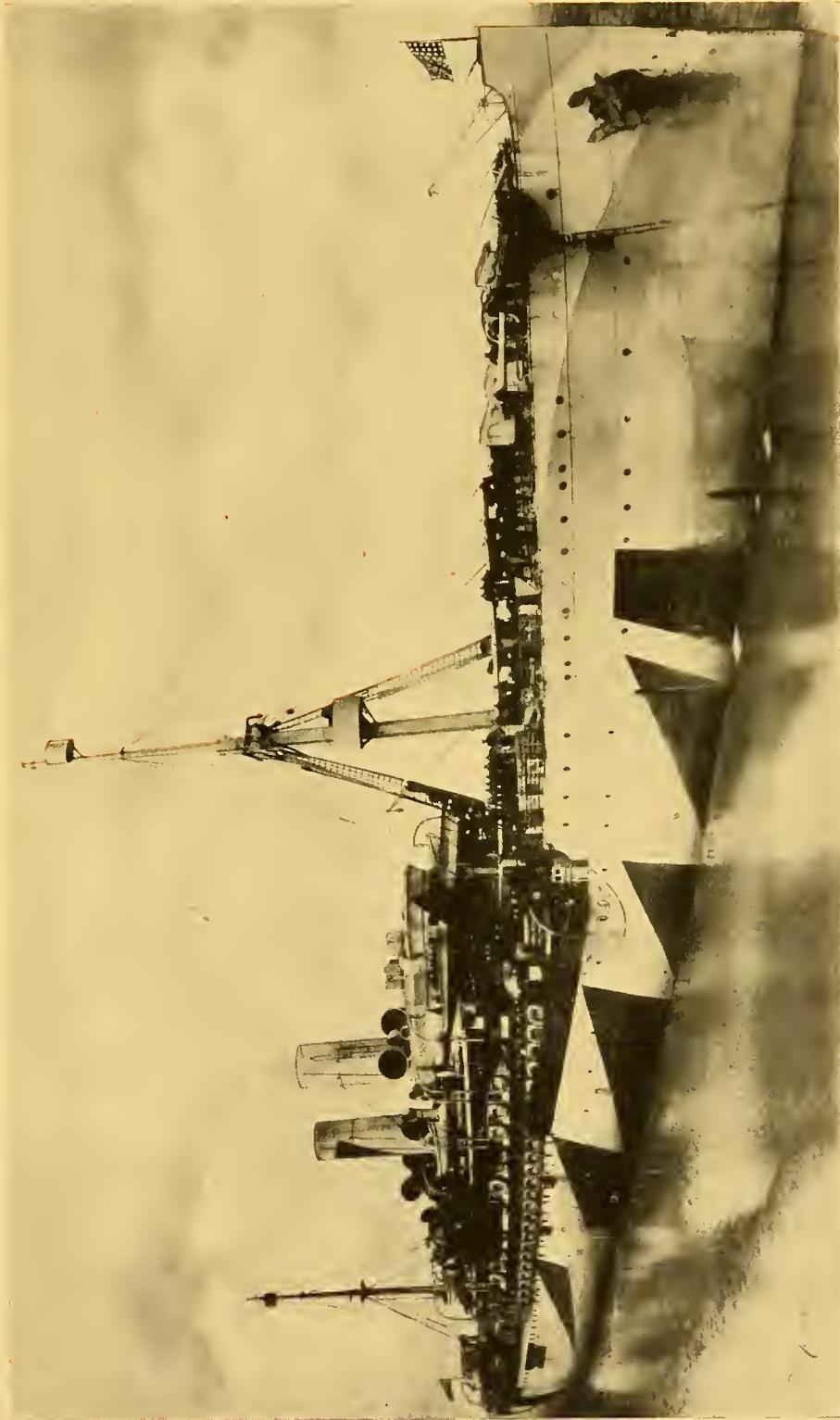
More civilian casualties and internes arrived today; eighteen insane cases came on board at 10:00 a. m., and locked up in Isolation Ward, with two hospital corpsmen on duty in ward and a marine sentry outside door with key. Several sick arrived. Four mental cases arrived from Ellis Island in charge of Immigration Authorities, but were not received as space for them was not available. One insane with a guard arrived from Manhattan State Hospital, Wards Island, and got to sick-bay. He and his guard were put on the dock; later by some means he got on board again without his guard and was discovered in the sick-bay; after a hurried search his guard was found on the dock and he was again put off the ship in charge of his guard; nothing more was seen or heard of him. 8:30 p. m. Prisoners of war and internes who had been on the train in the piers for eighteen hours embarking.

September 26th, 1:00 a. m. Underway, with passengers as follows:  
French deportee from Ellis Island (stowaway from *U. S. S. Montpelier*, September 12, 1919).

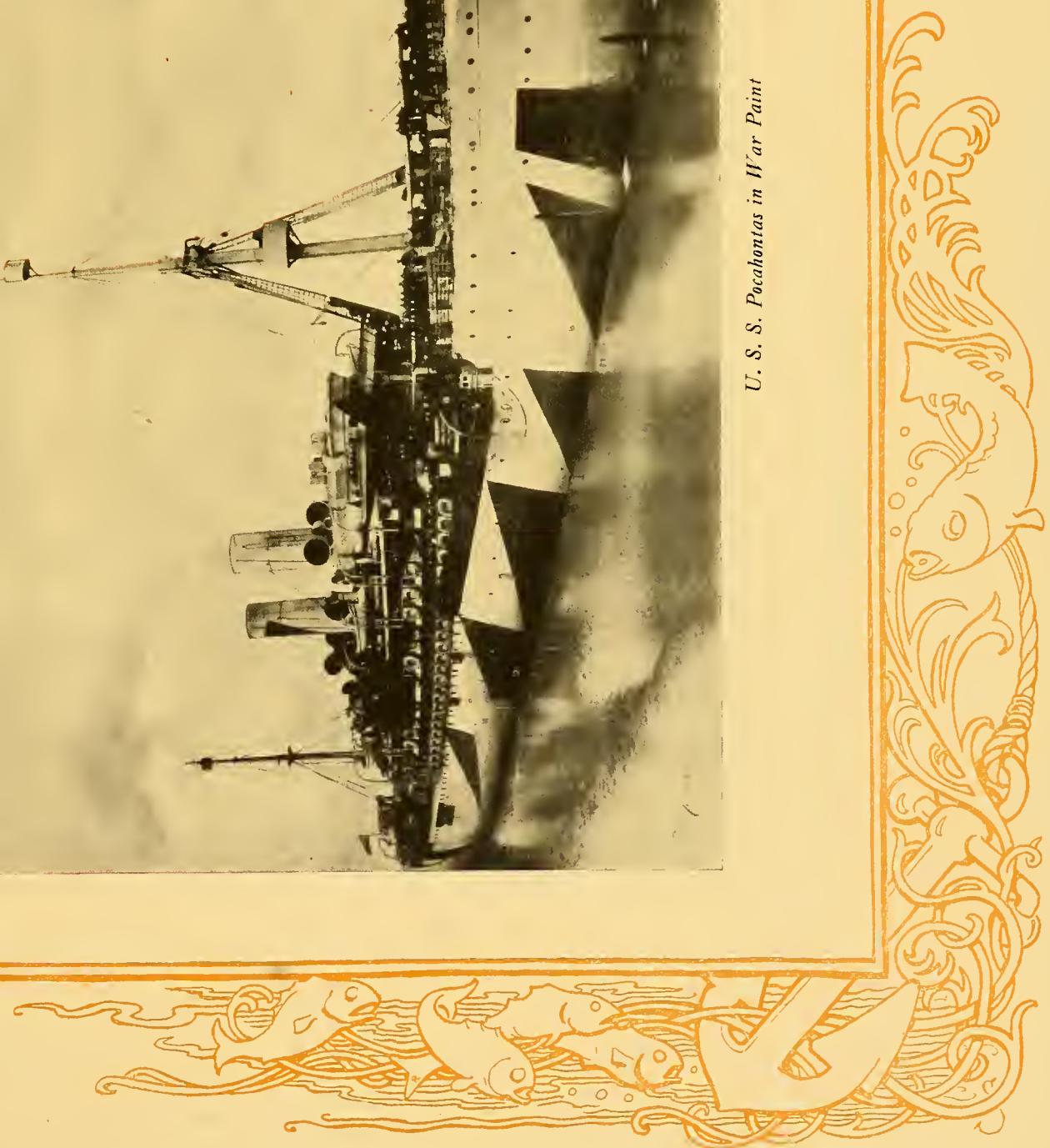
Prisoners of war from Fort McPherson, Georgia. (*Swiss Legion*):

(a) Officers, 56; (b) Warrant officers, 49; (c) Chief petty officers, 98; (d) Petty officers, 142; (e) Privates (2 mental cases), 909. *Total.....* 1254





*U. S. S. Pocahontas in War Paint*



Deportees (from Boston) .....	13
Deportees (from Ellis Island) .....	8
Civilians (16 mental cases) .....	162
Civilians (Repatriation Swiss Legation) .....	125
Civilians (Repatriation Swedish Legation) .....	18
Total .....	326

Included in the above are the 18 mental and 38 other hospital cases.

Among the officers are the former Commanding Officers of the following ships: *S. M. S. Cormoran* (Guam), *Geier* (Honolulu), *Eitel Frederich* and *Kron Prinz Wilhelm* (Norfolk), *Odenwald* (San Juan, Porto Rico) and *U-58*; and the officer on watch in conning tower of *U-58* when she was sunk by the *U. S. S. Fanning* and *Nicholson* off Queenstown, November 17, 1917. The officers and crew of the *U-58* were brought to the United States on the *U. S. S. Leviathan* on her first trip. Among the prisoners are several who dug out of Fort McPherson and escaped, but were later captured.

The writer knew personally and had official dealings with the Commanding Officer of the *S. M. S. Eitel Frederich* at the Norfolk Navy Yard, during the summer of 1915. There is a very excellent band among the prisoners, and concerts are given aft daily.

September 28th. The prisoners are well organized and give no trouble; they obey orders readily and the holds are kept in excellent condition. Former Captain Zuckschwerdt of the *S. M. S. Cormoran* talked freely of his stay in Guam before the United States entered the war and appreciated the treatment he received there from the Naval Officers after he had blown his ship up rather than surrender it. He said he would always remember the words with which Captain Cronan greeted him when he surrendered aboard the Receiving Ship—"Sir, you are a brave man."

Paul Richter, C. M. M., late of *S. M. S. Eitel Frederich*, died at 1:29 p. m. today from cerebral hemorrhage. At the request of his Commanding Officer and the German Committee he was buried at sea at 5:00 p. m. His remains were prepared in the usual way and placed in a canvas sack with one hundred and sixty pounds of grate bars at the feet. At the appointed time the band played a funeral march; the procession led by the Chaplain left the Mortuary for after "A" deck, starboard side, where a bier had been erected. The funeral service was read, followed by prayer and a short sermon. Six of Richter's shipmates were pall-bearers and a seventh followed with his iron cross which had been awarded him in January, 1915. After the body had been committed to the deep, the Marine Guard fired three volleys and the bugler sounded Taps. During the funeral service the engines were stopped and the ship "lay to."

September 29th. The "Spud peeling gang" refused to work today, because they received butter only twice a day while their officers received it three times. The Commanding Officer of the Guard instructed his sergeant in the presence of a prisoner to pick out ten of his huskiest marines and "introduce" them to the "Spud peeling gang"; the prisoner immediately disappeared and in a few minutes it was reported that gang had reported and was peeling potatoes; the "introduction" was not necessary.

The first class passengers decided that it would be a good plan to give a "Cabaret" show in the wardroom and delegated Count von Bernstorff's nephew to visit the troop holds, look up talent and arrange for the show. He secured a pass from the Executive Officer and went below, but the prisoners, imbued with a spirit of democracy and political equality, refused to do anything in the way of entertainment.

They then took up the question of a dance, and secured the necessary permission from the Executive Officer, but, after discussion, it was decided not to have it, assigning as a reason, that it was too sad a home-going for dancing; the real reason being that the band, also thoroughly democratic, refused to play for those, who, formerly and still, considered themselves the elect.

This spirit, of "all men being born free and equal", which is doubtless at present, prevalent throughout Germany and which must be particularly distasteful to those who were the Aristocracy of the late German Empire, will no doubt be the salvation of the German people and may, in the course of time, secure for the new republic a recognized place among the nations of the world.

September 30th. Two internes from Boston were caught stealing from some of the other passengers in No. 3 hold and given five days in the brig on bread and water, then in the brig, for safe-keeping, for the rest of the trip.

October 1st. Barometer falling rapidly. Northern lights very brilliant and beautiful throughout the first watch.

October 2nd. Strong wind blowing and heavy sea running. One of the ship's dogs washed overboard. There was a small fire in the soiled linen locker, due to defective wiring. It was extinguished with pyrene before any material damage was done.

October 4th. Received orders from London last night to go through North Sea during daylight.

October 5th. Picked up Bishop Rock Light (Scilly Island), at 7:20 p. m.; at 11:00 p. m., received orders to call at Southampton on return trip and pick up English and Scotch war brides.

October 6th, 4:00 p. m. Isle of Wight abeam.

6:00 p. m. German band gave the following program during dinner:

#### MUSICAL PROGRAM

1. March Militaire.....*Schubert*
2. Overture Lustspiel.....*Keler Bela*



3. Waldesrauschen Standshen.....*Luedcke*
4. Myrthenblaetter Waltz.....*Kruse*
5. Sextette from Lucia Di  
Lammermoor .....*Donizetti*
6. Am Bosporus Intermezzo.....*P. Linke*
7. Delicatessen (Humorous  
Potpourri) .....*G. Klein*
8. Heimatklaenge

WILLIAM WEBER, *Director.*

8:00 p. m. Entertainment in wardroom as follows, Schmidt being a first class passenger and Schwaller a patient, prisoner of war:

SPECIAL PROGRAM

1. Song Couplets in English and German.  
By *W. J. Schmidt*,  
Professional Vaudeville Artist.
2. Zither Solo.....*By G. Schwaller*
3. Card Tricks.....*W. J. Schmidt*

October 7th, 5:32 a. m. Folkestone Light (England) on port beam, Gris Nez Light (France) on starboard beam.

6:00 a. m. Destroyer No. 168, *U. S. S. Maddox*, came out from Dover with pilot to take the ship through the North Sea to Hook of Holland.

3:02 p. m. Mass Lightship, off Hook of Holland, abeam.

3:38 p. m. Dutch pilot came on board. Destroyer *Maddox*, which has been with us all day, left, heading west for Dover.

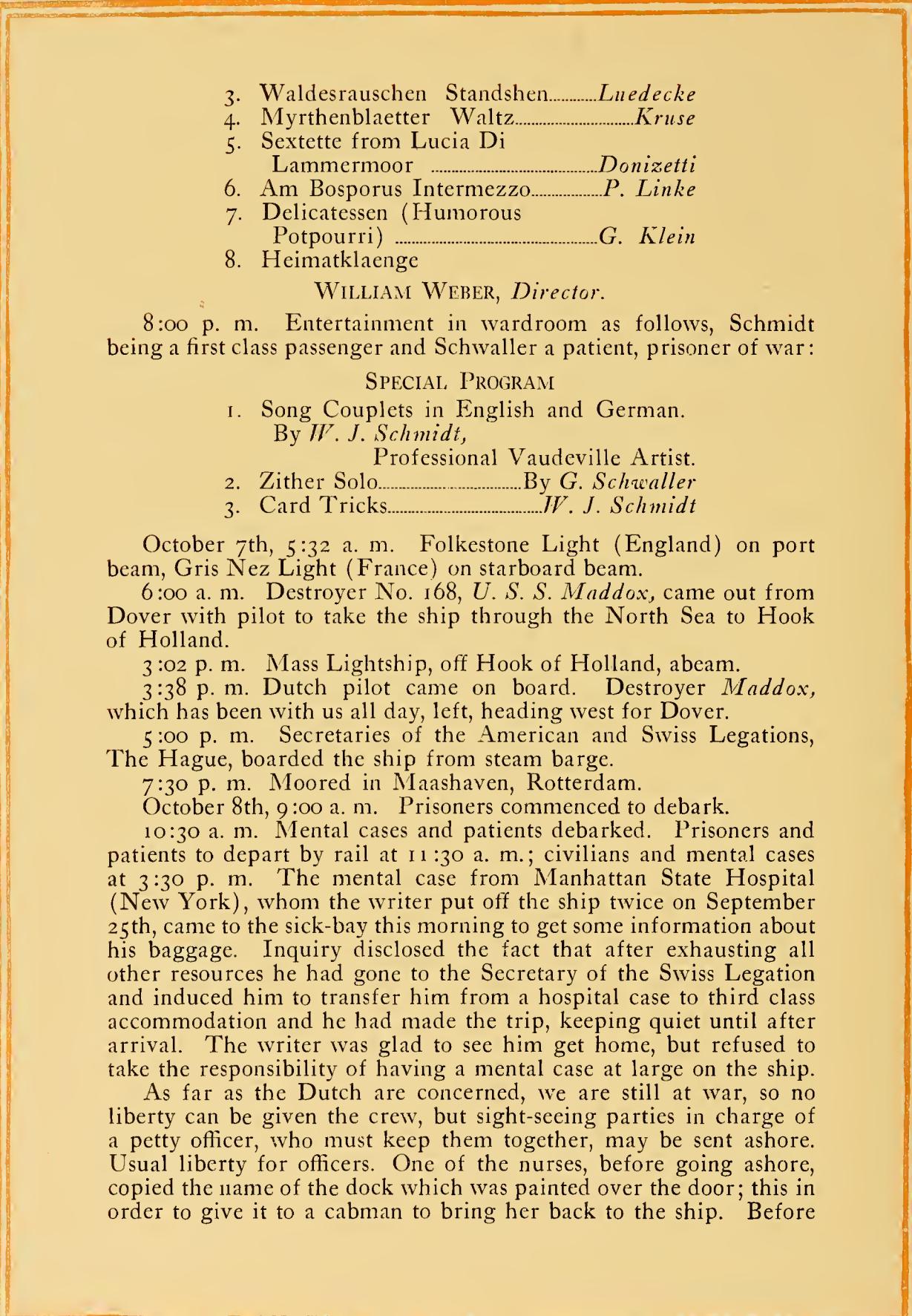
5:00 p. m. Secretaries of the American and Swiss Legations, The Hague, boarded the ship from steam barge.

7:30 p. m. Moored in Maashaven, Rotterdam.

October 8th, 9:00 a. m. Prisoners commenced to debark.

10:30 a. m. Mental cases and patients debarked. Prisoners and patients to depart by rail at 11:30 a. m.; civilians and mental cases at 3:30 p. m. The mental case from Manhattan State Hospital (New York), whom the writer put off the ship twice on September 25th, came to the sick-bay this morning to get some information about his baggage. Inquiry disclosed the fact that after exhausting all other resources he had gone to the Secretary of the Swiss Legation and induced him to transfer him from a hospital case to third class accommodation and he had made the trip, keeping quiet until after arrival. The writer was glad to see him get home, but refused to take the responsibility of having a mental case at large on the ship.

As far as the Dutch are concerned, we are still at war, so no liberty can be given the crew, but sight-seeing parties in charge of a petty officer, who must keep them together, may be sent ashore. Usual liberty for officers. One of the nurses, before going ashore, copied the name of the dock which was painted over the door; this in order to give it to a cabman to bring her back to the ship. Before



long, however, she found out that what she had copied was "smoking prohibited on this dock." It was too good a joke to keep, so she told it on herself.

Five enlisted men from Naval Port Officer received on board for transportation to United States.

Sight-seeing parties returned in good order, one party of marines returned without the sergeant who was in charge.

October 9th, 2:15 p. m. Underway for Antwerp. The Maas (Meuse) River passes through a beautiful agricultural country, thickly dotted with windmills; many herds of cattle are seen and the fields are green and well cared for.

4:20 p. m. Passed out of the river and into North Sea. River pilot left ship.

6:10 p. m. Off mouth Scheldt River. River pilot came on board.

9:35 p. m. Anchored off Vlissingen (Flushing), Netherlands.

October 10th, 8:30 a. m. Underway. 11:40 a. m., crossed Belgian frontier, marked by tall watch tower, built by the Germans in order that they might see what was going on in Holland.

11:50 a. m. Belgian quarantine officer came on board and granted pratique.

1:33 p. m. Anchored in river. 2:30 p. m., underway.

3:00 p. m. Entered dock. 3:35 p. m., Belgian pilot came on board and river pilot left the ship.

5:30 p. m. Moored Pier 71 A "Siberia."

8:00 p. m. First leave party left the ship.

October 11th. Discharging cargo.

October 13th. Just at dinner time the writer received a message that he was urgently needed on the French ship *Nora Hugo Stinnis*, lying just astern of the POCAHONTAS. Upon arrival there, I was directed immediately to the cabin, where I found the Captain dead of heart disease. He had spent the day in Antwerp and returned at 5:00 p. m.; died about 6:10 p. m. The *Nora Hugo Stinnis* is a French merchant ship obtained from Germany and manned by naval reserves.

October 14th. Called on French Consul General today about death of French officer last night.

The following passengers embarked today: Provisional Battalion Prisoners of War Escort, 24 officers and 944 enlisted men; Q. M. C. Detachment, 1 officer, 61 men; 1 retired army officer and 5 children; this officer is eighty-two years old, a civil war veteran and with his two daughters and three sons was interned in Germany during America's participation in the war.

October 15th, 2:00 p. m. Severe snowstorm which lasted about ten minutes.

Troops embarking as follows: 2nd Pioneer Infantry, Officers, 29; enlisted men, 856; Army G. C. M. prisoners, 5; Casual officers, 6; Army field clerks, 2; Army nurses, 7. Total passengers, 1,941.



October 16th, 6:05 a. m., underway. 11:50 a. m., anchored Vlissingen (Flushing), Netherlands.

October 17th, 7:05 a. m., underway, passed through channel alongside dykes which surround the city; could almost step over on dykes.

9:00 a. m. Destroyer No. 168, *U. S. S. Maddox*, fell in with us. Later in the forenoon she came up on our port beam and took a number of pictures of the *POCAHONTAS*, then came around on our starboard beam for us to get pictures of her.

4:00 p. m. Passed North Goodwin Lightship; weather thick and fog-horn of lightship blowing, sounding exactly like a cow bellowing.

5:00 p. m. Destroyer took Belgian pilot off and proceeded to Dover.

October 18th, 12:30 a. m. Anchored below Southampton.

6:00 a. m. Underway. 8:30 a. m., moored at Southampton.

11:00 a. m. Passengers embarked as follows: Navy officers, 4; officers' wives, 3; officers' children, 3; Navy enlisted men, 5; enlisted men's wives, 37; children, 10; U. S. M. C. enlisted men, 2; U. S. M. C. enlisted man's wife, 1; Army officers, 2; Army enlisted men, 10; Army wives, 20; Army children, 7; welfare workers: Red Cross, 1; Y. W. C. A., 1. Total 106.

To care for all the Naval officers, women and children in state-rooms, five Army medical officers were put in sick-bay, eighteen Captains and First Lieutenants in Isolation Ward, all temporarily, and about forty First and Second Lieutenants put in No. 1 troop hold.

1:10 p. m. Underway for Brest, France.

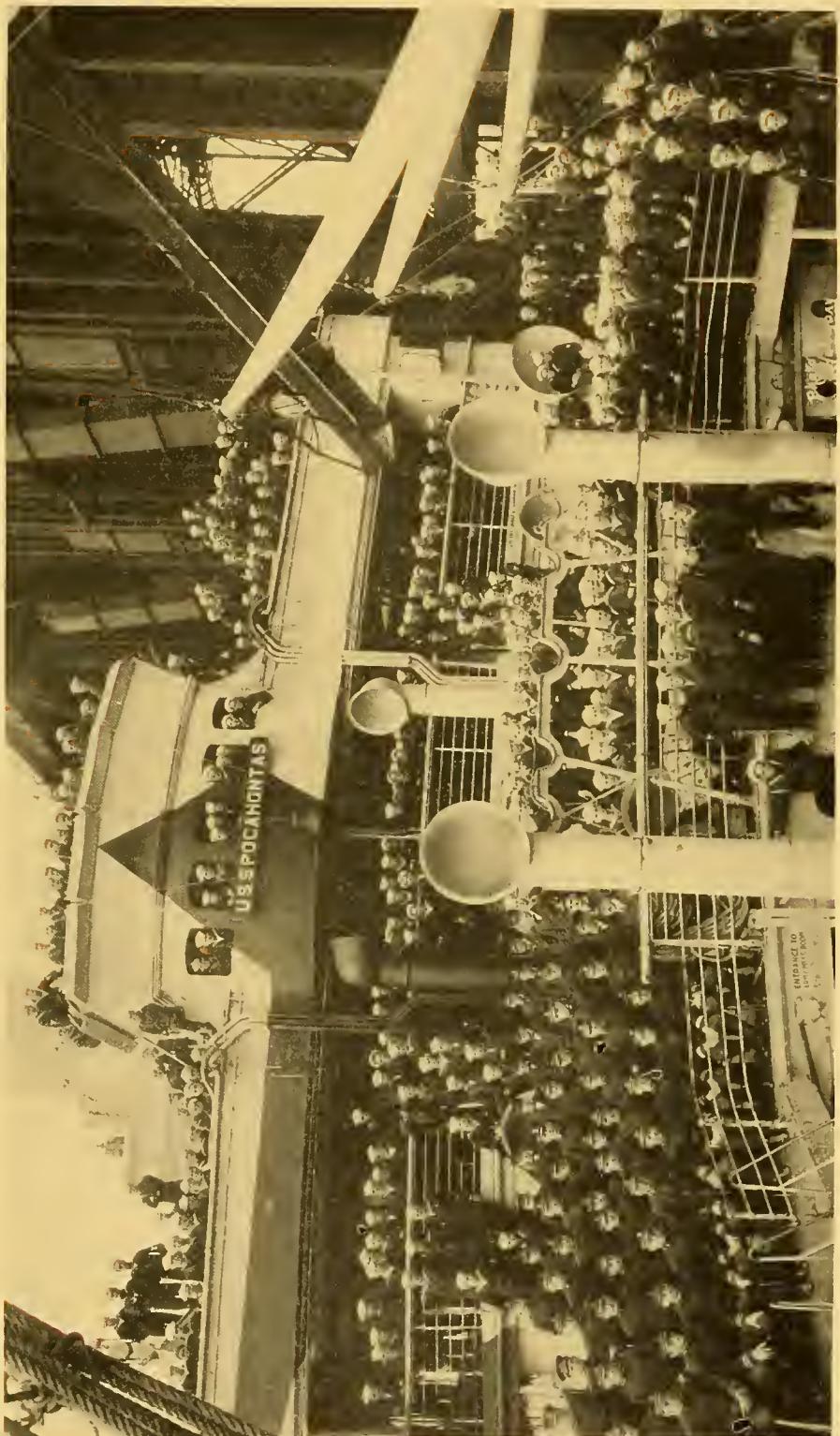
October 19th, 8:55 a. m. Anchored Brest Harbor. 11:00 a. m., transferred 31 officers and 2 field clerks to U. S. A. T. (formerly U. S. S.) *America*; 7 Army nurses, 10 U. S. Army enlisted men, 53 brides, 17 babies and 1 Y. W. C. A. to Army Camp at Pontanazean. 4:30 p. m., U. S. A. T. *America* sailed with Admiral Halsted on board. French cruiser fired a thirteen gun salute. Admiral Halsted relieved at Brest by Captain Hellweg, formerly Commanding Officer of the *POCAHONTAS*.

October 21st. Coaling ship. 3:00 p. m. Embarked the following: Army: 31 officers, 6 nurses, 30 enlisted men; Y. W. C. A., 7; Y. M. C. A. (Prisoner), 1; American Library Association, 1; Prisoners, 9; Navy officers, 5; officers' brides, 3; enlisted men's brides, 12; children, 5; enlisted men, 50; civilian employees, 14. Total passengers, 2,117. 5:25 p. m., underway for New York.

October 23rd. Two soldiers missing. It is not known whether they came on board or whether they fell or jumped overboard. General muster of all the troops and a thorough search of the ship while troops were at muster failed to locate them.

October 24th. There is a following wind and following heavy sea. During afternoon, holding summary court martial in ward-room, first in one place, then in another. A witness and the stenog-

*Officers and Crew During the War*



rapher turned over at one time. 6:00 p. m., rolling so heavily ( $35^{\circ}$ ) that had to change course and head up into the sea on a course approximately southeast.

9:00 p. m. Sea quieted down and we resumed course. The Commanding Officer of troops desired to appoint a Medical Examining Board to examine officers for demobilization, but was informed by his medical officers that it would be impossible to make the examinations as a complete urinalysis and blood pressure test were required. The Colonel came to the writer to know if the apparatus was available; upon being informed that it was, he appointed the Board. After being appointed, the Board decided all they needed to make the examination was a stethoscope.

October 26th. Ran into another storm early today. 7:15 a. m. Heavy sea on starboard beam broke on "A" deck, smashing two wardroom port dead lights and injuring two soldiers—one, fractured clavicle, cuts on head and severe bruises on thigh; the other, multiple scalp wounds necessitating two or three stitches each—and one marine, severe scalp wound.

October 27th, 11:45 a. m. Passed derelict schooner *B. B. Hardwick* of Annapolis, N. S., sunk to water's edge and masts carried away, but on even keel.

October 28th, 7:25 p. m. Fire broke out in motion picture reel storeroom, burning up a two reel comedy before it was extinguished.

October 30th. Received orders early this morning to be prepared to go out of commission upon arrival in port. The two soldiers who were discovered missing on the 23rd were arrested in Brest on the 25th.

3:00 p. m. Nantucket Lightship abeam.

October 31st, 5:30 a. m. Ambrose Lightship abeam.

8:00 a. m. Off quarantine. Pratique granted.

9:00 a. m. Moored Pier No. 3, Hoboken, N. J. All passengers immediately debarked. Eight Army and two Navy patients transferred to Hospital. Preparations immediately commenced for going out of commission. The ship is to be turned over to the United States Army, to be used as an Army Transport.

10:30 a. m. The officer who is to command the ship as an Army Transport reported on board.

The POCOHONTAS has the unique distinction of being the only transport attacked by an enemy submarine, by gun-fire.

This ship made nine round trips prior to November 11, 1918, carried to France 22,609 troops; brought back 373 sick and wounded and 27 insane.

November 22nd and 25th one round trip was made between Newport News, Va., and New York, carrying a total of 4,713 troops.

Subsequent to November 11th, she has made nine round trips, carrying to Europe, 100 nurses, 1,580 German prisoners of war, internees, repatriates and one French deportee; bringing back to the United States 22,172 troops, 63 nurses, 88 sick and wounded, 480

insane, 12 wives of Navy enlisted men, 103 wives of soldiers, 20 civilians, 11 babies and 14 Y. M. C. A. (men), 6 Y. M. C. A. (women), 7 Y. W. C. A., 5 children, 1 French girl student, 9 Navy Officers, 6 wives of Navy Officers, 1 wife of Marine Officer and 2 wives of Army Officers.

During this time troops were on board 247 days; there were 1,358 admissions to the sick list, with a total of 4,973 sick days and a daily average of patients of 20.16.

There was a total of 28 deaths among Army personnel, 25 of these among troop passengers (19 occurring on one trip during the influenza epidemic), 2 among the sick and wounded and 1 insane. One German prisoner of war died en route home.

During the time the ship was in commission there were seven deaths among the crew; 4 occurring on one trip during the influenza epidemic, one from pneumonia and two accidental drowning.

The average complement during the war was about 625, subsequent to November, 1918—about 560.

The ship made two trips with 26 officers, after which additional officers joined the ship. Ensigns for training were constantly on board, being replaced by a new class after several trips.

From the date of commissioning (July 25, 1917), until arrival at Hoboken (October 31, 1919), the POCAHONTAS cruised 130,149.7 miles, being actually at sea 460 days; in port 369 days:

Percentage of time. At sea, 55.5; in port, 44.5.

November 7, 3:40 p. m. Ship placed out of commission.

On Board, U. S. S. POCAHONTAS  
April 29, 1919.

CAPTAIN JOHN DOWNES, U. S. N.,  
COMMANDING U. S. S. POCAHONTAS.

SIR:

The undersigned Officers of the Army desire to convey to you and the Officers under your Command, an expression of their appreciation for the many acts of consideration and attention and the uniform courtesy which has made this voyage an occasion that will long be remembered by them as the brightest experience during their service in the great World's War just closed.

While we have labored against the foe on land and trust our efforts counted for the defeat of the enemy, we are none the less mindful of the part our comrade of the sea has played. Of his contribution to the cause, his dangers, his privations, his gallantry, and his loyalty, without which our arms would have been useless.

The welcome extended us, the hospitality shown, the co-operation which made all duty a pleasure, could have but the one effect and it is with the deepest sense of appreciation and the most sincere feeling of comradeship that we assure you of our best wishes and deepest love, expressing the hope that all deserved honors may be bestowed upon you.

We trust that the comradeship felt by us may be mutual and that throughout the lives of each of us there may continue to be the same fellowship to one another and the same loyalty that has marked this voyage from a land of devastated material, broken hopes and hearts, to re-unite us with all that is worth while, *Home*.

(Signed)      GEORGE C. RICHARDS,  
Colonel 112th Infantry, Commanding,  
and 109 other Officers.



At Sea, 26 May, 1919.

*From:* THE OFFICERS OF THE 88TH DIVISION, U. S. A., ON BOARD  
THE U. S. NAVAL TRANSPORT, "POCAHONTAS."

*To:* THE COMMANDING OFFICER, OFFICERS AND CREW OF THE  
U. S. NAVAL TRANSPORT, "POCAHONTAS."

*Subject:* LETTER OF APPRECIATION.

1. The officers of the 88th Division, United States Army, both for themselves and the men under their several commands, desire, before reaching the land they have all longed for months to see, to extend to the officers and crew of the U. S. S. POCAHONTAS, some expression of their gratitude and appreciation for the many courtesies and kindnesses of which, during the voyage from France, they have been the recipients.

2. After an absence of many months, spent among a strange people, in a land torn and mutilated by war, it is impossible to express in words the feeling that comes with the realization that we are once more with our own people. Nor have we yet fully realized it, though thanks to the Navy as represented by you, we are fast becoming normal Americans again.

3. To the Commanding Officer, to every member of the commissioned personnel, and to every member of the crew, we wish to say "Thanks and thanks," and while the words are trite, we ask you to accept them as our best expression of an appreciation too deep, a gratitude too full, to be set in words. "The Army and Navy forever."

(Signed) WILLIAM WEIGEL,

*Major General, 88th Division, U. S. A.,  
Commanding 88th Division.*

*NAPOLÉON W. RILEY,  
Lieutenant Colonel, U. S. A.,  
Commanding Officer of Troops,  
and 98 other Officers.*

30 June, 1919.

*From:* COMMANDING OFFICER, U. S. TROOPS AND OFFICERS ON  
BOARD U. S. S. POCAHONTAS.

*To:* COMMANDING OFFICER AND OFFICERS AND CREW OF U. S. S.  
POCAHONTAS.

*Subject:* OUR HOMeward VOYAGE.

1. After months of service in France on the part of some of us and years of service on the part of others of us, we find ourselves at last homeward bound with our task completed. It is with feeling of satisfaction for service rendered and a feeling of joyful anticipation with which we now return to our native land.

2. While absent in Europe, our officers and men have been cognizant of the efficient work of the Navy during the last two years and we wish to take advantage of this time to say formally to you, the Captain of the ship and its officers, that we are not unmindful of what has been done for us. While we all have for the Navy, in general, the feeling given expression to above, permit us to say that we feel the same is especially true of the officers and crew of the good ship "POCAHONTAS."

3. We have been aboard the POCAHONTAS for a period of ten days, and during that time there has been nothing but courtesy and keen co-operation on the part of the officers and crew in regard to official matters, and nothing but good comradeship among both officers and men of the Army and Navy.

4. That, sirs, is the feeling with which some of us, who are to stay in the Service, go to our stations and the feeling with which some of us go to our homes. In leaving you permit us to show, by our signatures below, those of us who are of this feeling.

(Signed) EMMETT W. SMITH,  
*Major, Infantry, U. S. A., Commanding.*  
*71 Officers and 44 Army Nurses.*

U. S. S. POCOHONTAS,  
Brest, France,  
31 August, 1919.

*From:* COMMANDING OFFICER.  
*To:* THE CREW OF THE U. S. S. POCOHONTAS.

At the conclusion of our stay in Brest the Commanding Officer desires to express to the crew of this vessel his appreciation of their very exemplary conduct, both while on Paris leave and on liberty in Brest.

The Officers in charge of the leave parties report that there was no fault whatever to be found with the leave parties' behavior on the train, either going or coming, and that the general appearance was far superior to that of other leave parties.

It is needless to say that it gives the Commanding Officer great pride and confidence to have a ship's company of this kind under his command.

The Commanding Officer earnestly hopes that those who went to Paris thoroughly enjoyed themselves and made the most of the trip, both in a way of pleasure and self-instruction.

(Signed) JOHN DOWNES.

U. S. S. POCOHONTAS,  
At Sea,  
9 September, 1919.

*From:* COMMANDING OFFICER.  
*To:* THE MEN OF THE U. S. S. POCOHONTAS.

The time is fast approaching when the POCOHONTAS will be expected to end her career as a ship of the United States Navy, and many of you have, no doubt, planned that your experience in the Navy would end when the ship should be placed out of commission. Therefore it seems to me a fitting time to say to you, one and all, that never in my experience have I known a ship's company more uniformly industrious and hard working, or more cheerful under the arduous conditions of service which have been the routine in the Transport Force. Many of you have seen no other Naval Service outside of this kind of duty and are not acquainted with the conditions in the purely military forces of the Navy.

It will be admitted at once that the Transport Force was perhaps the hardest working body of men of the Navy, both during the war as well as afterwards, while the Army was returning to the United States and the majority of you, if offered duty on the larger ships of the battleship force, would immediately accept such duty as a great relief from the strenuous life in the transports. You have all earned the best commendation and favored duty in the Navy and it seems to me that by leaving the service at this time, you are most surely depriving yourselves of the most delightful side of your naval career. Why not remain and see a short tour of duty on the military ships? There is no doubt that you would all make good with plenty to spare.

The Navy needs men, good men, not men to remain forever in lower ratings, but those who have had the training and can stand up under all conditions of service. Those men are now plentiful in the Transport Force and it is my great pride to feel that the men of this ship are all that kind of men. Conditions in the country are such that many of you feel like trying your luck in civil life for a while or some of you return to school or to positions left by you when you entered the service.

To those of you who feel that you must leave the service, I want to say that I wish you the best of luck and regret that you cannot remain to see more of the Navy and its work in time of peace. Do not forget that you can return to the service within four months and receive all the benefits of re-enlistment.

To those who remain I say that I know you will make good and reflect credit on the good ship "POCOHONTAS."

To you all I would like to state emphatically, that the Navy always has room for good men and does not count the cost when it can keep the men.

JOHN DOWNES.



FLAGSHIP  
OF TRANSPORT FORCE  
UNITED STATES ATLANTIC FLEET

August 16, 1919.

From: COMMANDER TRANSPORT FORCE.  
To: COMMANDER JOHN DOWNES, U. S. NAVY.  
Subject: INSPECTION OF U. S. S. POCOHONTAS.  
Enclosure: (1).

1. There is forwarded herewith for your information, a copy of the report of Board of Inspection of the U.S.S. POCOHONTAS under your command, 7 August, 1919.
2. The Force Commander is pleased to note that the vessel under your command is in excellent condition throughout, as evidenced by the Board's report.

ALBERT GLEAVES.

\* \* \* \* \*

*Par. 156 of the above mentioned report of Board of Inspection:*

The ship is generally in excellent condition and considering the age of the ship, the Commanding Officer, Executive Officer and head of departments deserve great credit.

E. McCauley,  
*Captain, U. S. Navy.*  
*Senior Member of Board.*

Approved: ALBERT GLEAVES, Vice Admiral, U. S. Navy.  
*Commander Transport Force, U. S. Atlantic Fleet.*

U. S. S. POCOHONTAS,  
Navy Yard, New York,  
20 September, 1919.

TO THE OFFICERS AND MEN OF THE U. S. S. POCOHONTAS:

The Commanding Officer takes pleasure in publishing to you the attached correspondence forwarded to this vessel by the former Commanding Officer, Captain E. C. Kalbfus, U. S. N.

Attention is particularly invited to paragraph 2 of Captain Kalbfus' letter in which he requests that his own thanks and appreciation be expressed to you for your loyal and efficient co-operation in the successful accomplishment of a difficult mission.

JOHN DOWNES,  
*Commander, U. S. Navy, Commanding.*

DESTROYER SQUADRON THREE  
U. S. ATLANTIC FLEET, U. S. S. ROCHESTER, FLAGSHIP.

North River, New York.  
17 September, 1919.

From: CAPTAIN E. C. KALBFUS, U. S. N.  
To: COMMANDING OFFICER, U. S. S. POCOHONTAS.  
Subject: THANKS AND APPRECIATION OF WAR DEPARTMENT.  
Enclosure: (A) COPY OF WAR DEPARTMENT LETTER DATED  
31 JULY, 1919.

1. I take great pleasure in forwarding, herewith, a copy of a letter received by me from the Secretary of War, in which he expresses to the Officers and men of the POCOHONTAS, his appreciation and thanks for splendid service rendered.

2. When the contents of this letter are imparted to the officers and crew of the vessel under your command, I request that my own thanks and appreciation also be expressed to them for their loyal and efficient co-operation in the successful accomplishment of a difficult mission.

(Signed) E. C. KALBFUS.

NAVY DEPARTMENT

Washington, D. C.  
August 30, 1919.

*To:* CAPTAIN EDWARD C. KALBFUS, U. S. N. DESTROYER FORCE,  
SQUADRON THREE, U. S. ATLANTIC FLEET.  
*Subject:* OFFICIAL EFFICIENCY RECORD, LETTER OF APPRECIATION  
FOR FILE WITH.  
*Enclosures:* 1.

1. The Department takes pleasure in forwarding a letter addressed to you by the Secretary of War re appreciation of the War Department for the services rendered by you in connection with the transportation of troops abroad, and you are informed that a copy has been placed on file with your official efficiency record.

(Signed) FRANKLIN D. ROOSEVELT,  
*Acting.*

WAR DEPARTMENT

Washington, D. C.  
July 31, 1919.

CAPTAIN E. C. KALBFUS, U. S. S. POCOHONTAS, (THRU THE  
SECRETARY OF THE NAVY).

MY DEAR CAPTAIN:

The joint operations of the Army and Navy in connection with our overseas force is rapidly drawing to a close. Before the Navy Forces engaged in the Army Transport service are demobilized, I desire to extend to you and the officers and men of your command, the thanks and appreciation of the War Department for the splendid service you have rendered in connection with the transportation overseas of the American forces.

I know of no one thing that stands out more prominently than the close co-operation which has existed between the services during the past emergency and I am sure it is equally gratifying to you to know that we are near the end of a successful operation of transportation overseas and returning to the American shores a force of over two million men.

Cordially yours,  
(Signed) NEWTON D. BAKER,  
*Secretary of War.*

TRANSPORT FORCE

Hoboken, N. J.  
31 October, 1919.

*From:* COMMANDER, TRANSPORT FORCE.  
*To:* CHIEF OF NAVAL OPERATIONS.  
*Subject:* REPORT OF INSPECTION OF THE U. S. S. POCOHONTAS.  
*Enclosure:* (1) INSPECTION REPORT OF POCOHONTAS.

1. There is forwarded herewith report of Inspection made this day of the U. S. S. POCOHONTAS, prior to being transferred from this Force to the Commandant, Third Naval District. The report of the Board indicates this vessel to be in an excellent condition as regards cleanliness, sanitation and discipline.

2. The Force Commander desires to bring this excellent state of affairs to the notice of the Department. Special credit is due the Commanding Officer, officers and crew of this ship, particularly in view of the arduous voyage just completed.

(Signed) J. V. KLEMANN,  
*Captain, U. S. Navy, Chief of Staff.*

# In Memoriam

## N A V Y

Ensign, H. E. Knowlton, U. S. N.

Born: July 17, 1894. Died: July 14, 1919, Naval Hospital, Norfolk, Va.  
Lobar Pneumonia.

Everet Monroe Reside, Sea-2

Born: October 22, 1897. Died: January 9, 1918, U. S. S. Pocahontas, Brest,  
France. Lobar Pneumonia.

Hugh St Elmo Croft, F-2

Born: November 17, 1895. Died: June 17, 1918, Ocean View, Va.  
Accidental Drowning.

Wesley William Harbaum, MM-1 (A)

Born: December 18, 1887. Died: September 29, 1918 (U. S. S. Pocahontas,  
at sea. Lobar Pneumonia.

Ligon Moorman White, Sea-2

Born: November 15, 1900. Died: October 3, 1918, U. S. S. Pocahontas, at  
sea. Lobar Pneumonia.

Julius Amandus Anderson, C. Q. M.

Born: June 25, 1892. Died: October 3, 1918, U. S. S. Pocahontas, at sea.  
Lobar Pneumonia.

Charles George Walet, A.S.

Born: November 26, 1896. Died: October 11, 1918, U. S. S. Pocahontas,  
at sea. Influenza.

Samuel Wallace Marcus, Sea-2

Born: April 19, 1896. Died: June 7, 1919, U. S. S. Pocahontas, Navy Yard,  
Norfolk, Va. Accidental Drowning.

## A R M Y

Frank R. Bronson, 2nd Lieutenant, 305 Bakery, Q. M. C.

Born: No record. Died: November 15, 1918, U. S. S. Pocahontas. Valvular  
Disease, chronic cardiac.

Jess Bond Hewitt, Private, 314 Field Artillery

Born: September 4, 1894. Died: March 19, 1918, U. S. S. Pocahontas.  
Lobar Pneumonia.

Cornelius Frommeyer, Private, March Repl. Det., Camp Lee

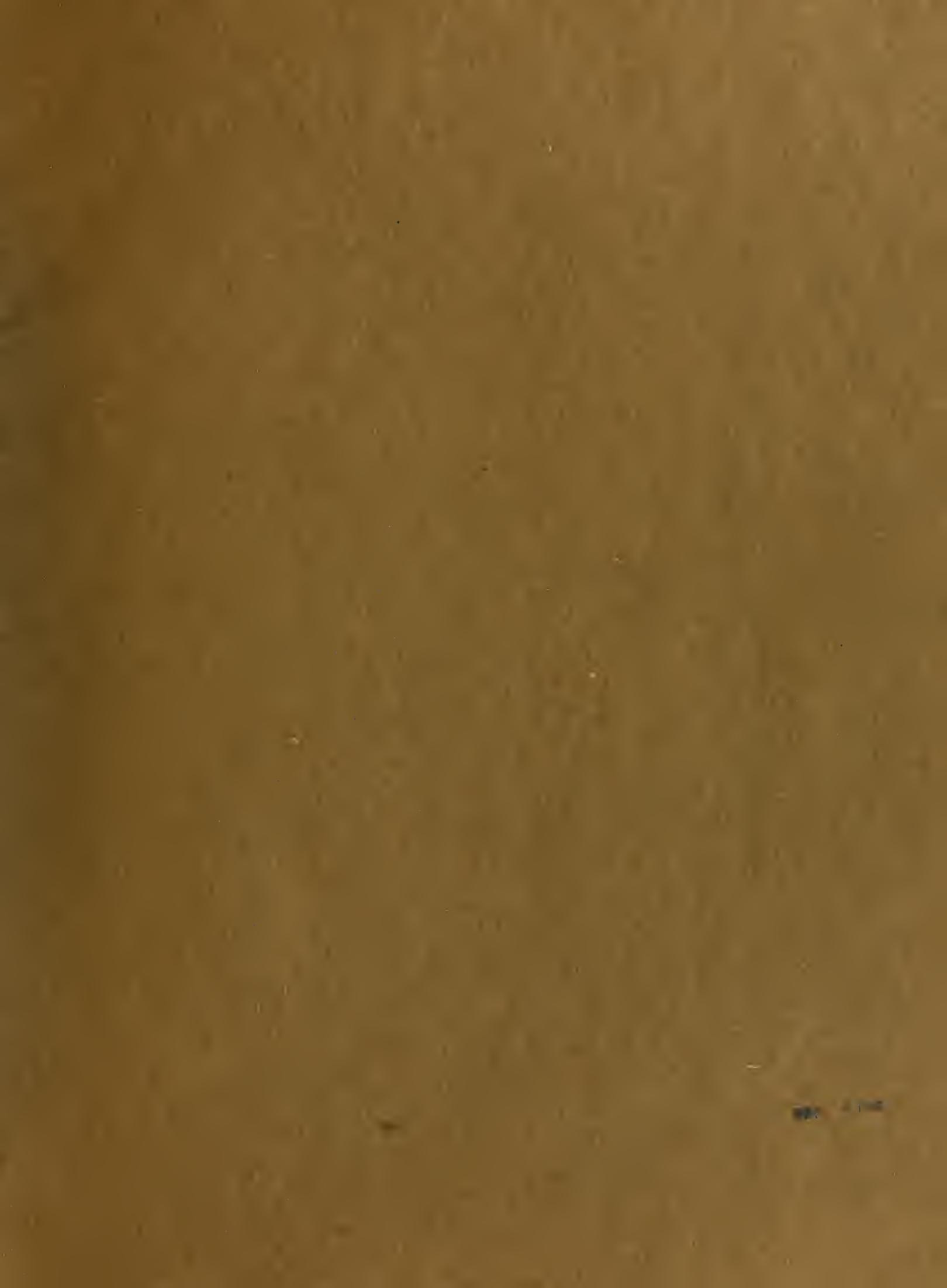
Born: June 6, 1893. Died: March 23, 1918, U. S. S. Pocahontas. Lobar  
Pneumonia.

- Walter Davis, Private, 3rd Co., Camp Lee**  
Born: September 20, 1894. Died: March 27, 1918, U. S. S. Pocahontas.  
Meningitis, cerebro-spinal.
- Louis W. Leonhardt, Private, 1st Prov. Rec. Batt.**  
Born: No record. Died: June 9, 1918, U. S. S. Pocahontas. Drowning "A."
- Jethro McMahon, Private, 332 Lab Bn.**  
Born: July 18, 1895. Died: August 3, 1918, U. S. S. Pocahontas. Tuberculosis, acute pulmonary miliary.
- James Anderson Steelman, Private,**  
1 Over Seas Casuals. Born: August 8, 1895. Died: September 27, 1918,  
U. S. S. Pocahontas. Lobar Pneumonia.
- John Sewell, Private, 813 Pioneer Inf.**  
Born: December 18, 1888. Died: September 18, 1918, U. S. S. Pocahontas.  
Lobar Pneumonia.
- Albert Johnson, Jr., Private 813 Pioneer Inf.**  
Born: June 4, 1893. Died: September 28, 1918, U. S. S. Pocahontas. Lobar  
Pneumonia.
- Harry Nance, Private, 813 Pioneer Inf.**  
Born: January 1, 1896. Died: September 28, 1918, U. S. S. Pocahontas.  
Lobar Pneumonia.
- John P. Sheldon, Private**  
21 Over Seas Casuals, U. S. S. Pocahontas. Born: March 5, 1897. Died:  
September 28, 1918. Lobar Pneumonia.
- Willard Hamm, Private**  
21 Over Seas Casuals. Born: September 14, 1893. Died: September 29,  
1918, U. S. S. Pocahontas. Lobar Pneumonia.
- William J. Walsh, Private, Medical Replacement Unit No. 41.**  
Born: July 4, 1894. Died: September 29, 1918, U. S. S. Pocahontas. Lobar  
Pneumonia.
- Richard Hartman, Private, Unit 1, Q. M. C.**  
Born: November 26, 1892. Died: September 28, 1918, U. S. S. Pocahontas.  
Lobar Pneumonia.
- Frank B. Coffeen, Sergeant, Medical Replacement Unit No. 44**  
Born: No record. Died: September 29, 1918. Lobar Pneumonia.
- John Jakober, Private, Medical Replacement Unit No. 41**  
Born: No record. Died: September 29, 1918. Lobar Pneumonia.
- Leonard F. Marine, Private**  
2 Over Seas Casuals. Born: August 3, 1895. Died: October 2, 1918.  
Influenza.
- Marion Robinson, Private**  
2 Over Seas Casuals. Born: July 7, 1891. Died: October 3, 1918. Lobar  
Pneumonia.
- Harley Elwin Waters, Private**  
1 Over Seas Casuals. Born: January 28, 1889. Died: October 3, 1918.  
Influenza.

- Jessie Craig Compton, Private  
I Over Seas Casuals. Born: April 6, 1896. Died: October 4, 1918. Lobar Pneumonia.
- Tom Lucas, Private  
2 Over Seas Casuals. Born: January 18, 1891. Died: October 5, 1918. Influenza.
- Elmer J. Daly, Private  
I Over Seas Casuals. Born: November 20, 1893. Died: October 5, 1918. Lobar Pneumonia.
- William R. Burchfield, Private  
2 Over Seas Casuals. Born: May 26, 1889. Died: October 7, 1918. Influenza.
- Jim Gann, Private  
Co. 1 Over Seas Casuals. Born: November 22, 1895. Died: October 10, 1918. Influenza.
- William Phillips, Private  
Co. 1 Over Seas Casuals. Born: May 21, 1895. Died: October 11, 1918. Influenza.
- John Bennett, Private, 4th Mg. Bn.  
Born: No record. Died: November 12, 1918. Embolism, pulmonary artery.
- Edward Hilton King, Private, 118th Infantry  
Born: February 12, 1900. Died: April 14, 1919. Broncho Pneumonia.
- Homer Dale Gardner, Private, 112th Infantry  
Born: July 25, 1893. Died: April 26, 1919. Adeno-Carcinoma.

#### GERMAN PRISONER OF WAR

Richter, Paul, CMM, German Navy  
Born: January 22, 1877. Died: September 28, 1919, U. S. S. Pocahontas. Cerebral hemorrhage. Buried at sea.



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